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# Hongkong Daily Press.

ESTABLISHED 1857.

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No. 14,425 號伍十式百肆千肆萬壹第 日陸拾月五年十壹緒光 HONGKONG, WEDNESDAY, JUNE 29TH, 1904. 叁拜禮 號九拾式月陸年肆零百九仟壹英港香 PRICE, \$3 PER MONTH.

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**SHEWAN, TOMES & CO.,**  
General Managers.  
Ho Kow, 14th August, 1903.

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We are Sole Agents for the following—  
MONOPOL, FUTURE, CENTAUR, and  
NEW PREMIER CYCLES. Best American  
Machines in the Market, always on View and  
for Sale. Also a Large Assortment of SECOND-  
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Stock. First-class workmanship guaranteed in  
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**THE HONGKONG ICE COMPANY, Ltd.,**  
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Storage available at EAST POINT. Stores will  
be open at 10 A.M. and 4 P.M. daily, Sundays  
excepted to receive and deliver perishable goods.  
**WM. PARLANE, Manager.**  
Hongkong, 18th November, 1901.

**DAVID C. REAR SON'S**  
MERCHANT NAVY  
NAVY BOILED  
ONG FLAX  
RELIANCE CROWN  
TARPAILING  
**ARNHOLD, KARBURG & CO.,**  
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[1486]

## CARLTON HOUSE.

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**WILL be OPENED on the 1st July next,**  
to supply a long-felt want, of a really  
**FIRST CLASS PRIVATE HOTEL.**  
Rooms most Elegantly Furnished. Comfort  
Visitors will be made a Special Study.  
Absolute Cleanliness Guaranteed. Cuisine a  
Speciality.  
Premises centrally situated away from the  
noise of traffic.  
For terms apply after 25th inst., to—  
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Manager.

Hongkong, 14th June, 1904. [1468]  
**HOTEL PRINZ HEINRICH**  
AND **STRAND HOTEL,**  
TSINGTAU.

**THE Tsingtau Hotel Company** is now  
erecting a new Bathing Hotel on the  
beach of the Augusta Victoria Bay at Tsingtau.  
It will contain 45 suites of rooms, consisting  
each of sitting room, verandah, bedroom and  
bathroom, lighted throughout by electricity.  
Its situation in the immediate proximity of  
the beach will make it specially suited for the  
residence of ladies and children, while concerts  
of the splendid Marine Band and the pretty  
surroundings of Tsingtau will contribute to the  
pleasure and recreation of all visitors. The  
absence of the native element is a striking  
feature of Tsingtau, not met with at any other  
place in China.  
The Hotel will be opened on the 1st of June.  
An Omnibus will meet every steamer to carry  
passengers and luggage to the Hotel.  
Intending Visitors to either the Hotel Prinz  
Heinrich or the new Strand Hotel are respect-  
fully requested to send in early applications for  
rooms to  
**THE MANAGER,**  
Hotel Prinz Heinrich, Tsingtau.  
Tsingtau, 23th May, 1904. [1444]

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ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904.

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SHIRTS. COLLARS. TIES.  
STRAW HATS. PITH HELMETS.  
RAINCOATS AND WATERPROOFS.

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Hongkong, 10th May, 1904.

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SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

### SUPERB OLD COGNAC,

\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

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Each bottle bears an Analyst's certificate.

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\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassell.

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### BENEDICTINE LIQUEUR—

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\$41.75 PER DOZ. QUARTS.

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THEY ARE UNEQUALLED AT THE PRICE

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CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.

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Telegram Address: "MARINEWORK."

Hongkong, 1st May, 1904.

Telephone No. 358.

[1153]

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Elegantly Furnished Reading, Drawing

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Private Bar and Two Billiard Rooms for

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Dining Accommodation for 300 persons.

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European Chef and Indian Curry Cook.

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a914

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Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if

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Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

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MANAGER.

Hongkong, 10th June 1903. [1082]

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Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished

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throughout.

Special Rates for Tourists.

Launch Service for Guests.

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MANAGER.

Hongkong, 31st October, 1902. [149]

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AND

CANTON

HOTELS.

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THE Road Trip from HONGKONG

to MACAO, thence to CANTON and back to

Hongkong, will be found interesting and

enjoyable

WM. FARMER,

Proprietor.

[1362]

## "BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA)

MACAO

HAS been re-opened under European

management and



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LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

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Only communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymous or signed communications that have already appeared in other papers will be inserted.  
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Telegraphic Address: Panna. Codes: A.S.W. 6th Ed. Telephone: 12.

The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD CH. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 29TH JUNE, 1904.

MANY pessimistic lucubrations, which to us seem somewhat far-fetched, have recently taken form in words over the well ascertained fact of the recent decline in the birth-rate, not only in England, but throughout almost the entire civilised world. At the beginning of the last century MALTHUS frightened the whole civilised world out of its wits by his endeavour to reduce to rule the vital statistics of the country. The tendency of population was to double itself in about twenty-five years. In such a case the most productive country on the face of the earth must soon be reduced to the condition that it can no longer support the mass of humanity. Still, populations have lived and continue to live, and there is no sign in the visible future of the struggle for existence becoming measurably more intense. As MALTHUS pointed out, there were practical checks, partly natural, partly artificial, which prevented such a condition arising. MALTHUS was a clergyman of the Church of England, and it seemed to the crowd almost impious that he above all men should occupy himself in discussions, in their nature, so thought the man in the street, immoral. The more thoughtful recognised the value of his work, and the assistance it afforded to the right reading of statistics; and he became Professor of Political Economy at Haileybury, Fellow of the Royal Society, and Member of the Institute of France. Popularly his doctrines were reprobated as striking at the foundations of morality; he was accused of reducing to the dead level of figures the highest and holiest of human relations, and above all he was represented as the enemy of the poor classes, notwithstanding that the tendency not only of his teachings, but of his life, was ever to seek to lighten a lot which he showed

must be for some individuals inevitably hard. MALTHUS's methods lived after him; they have been instrumental in raising into a science the study and use of statistics, and lessening that tendency to false conclusions which is obviously one of their most dangerous weaknesses. In the associated sciences connected with biology MALTHUS's influence has been more powerful since his death than during his life. He was the real inspirer of DARWIN's philosophy of life; and the thoughts suggested in his works were the spring in DARWIN's mind of the theory of Natural Selection, which finally culminated in the modern doctrine of perpetual evolution.

According to MALTHUS the checks on population were of two kinds, natural and artificial, positive or preventive. The former include such phenomena as floods, famines, epidemics, &c.; the latter moral restraints, as prudence and the conscientious exercise of the moralities of a properly regulated social life. But they also included such checks as are brought about by crime and general immorality. Although it is easy to see their effects, it is in most instances difficult or impossible to follow the hidden springs which have brought them into action. Wars are one of the most effectual checks on increase of population, yet wars are never consciously brought about with any such object. The ambition of a particular individual or group of individuals to enrich himself, or themselves, is the ordinarily patent cause of war. So again the prevalence of crime has a lowering effect on population. A man has not the opportunity of procreating his kind through being locked up in prison; there is clearly here a hiatus between cause and effect, which can only be bridged over by the philosophic student, yet the effect is real though the incidence be remote. It has been frequently noticed how after an epidemic wherein noticeable numbers have been carried off, the birth-rate has sensibly increased. There was no apparent cause; no changes had occurred in manners, and conditions were to all external appearance identical, yet Nature steps in to restore the normal population element. We see something of the same kind in human machines; take for instance an electric light engine. It has been going perfectly regularly at an even rate of so many revolutions per minute; suddenly half the lights on the circuit are extinguished. According to the laws of motion, with one-half the load the engine should perform double the number of revolutions. But it does not; after a scarcely perceptible flutter, it goes on just as before. Have the laws of motion been then contravened? By no means; a small regulator which has nothing whatever to say to the working of the machine has been automatically called into play, and it, by cutting off the supply of nutriment to the engine, has brought the whole about, without the engine itself having any consciousness of the cause at work. Something of the same sort in the way of automatic and unconscious government is to be seen in the case of population. Forty years ago the population of China in certain districts was almost exterminated, automatically the checks to growth were taken off, and to-day many of these districts are as well peopled and as prosperous as ever; the people themselves were as unconscious of the means as was the lighting engine. There is possibly no more prolific race on the face of the earth than the Chinese; children literally swarm, yet in ordinary circumstances the population does not increase more than elsewhere. Are the inexorable laws of nature, then, set at naught? By no means; the automatic governor has come into service. The people do not grow, as a whole poor nor immoral; possibly there is a greater waste of infant life; but in the absence of statistics no one notices these things, and the world goes on much as before.

Now it is true there has been a remarkable change indicated by recent statistics; but it is hardly one that calls for lugubrious forebodings, and in some respects cannot be viewed with feelings other than of satisfaction. In 1893 for each thousand inhabitants of London there were born 30.66; in 1903 the number of births per thousand had fallen to 28.37. People, said CASSANDRA, were evidently getting luxurious, and with luxury they were losing their stamina, and the race was going to the dogs. Had they stopped there, there might have been some reason for their remarks; at all events they had made out a *prima facie* case to submit to a jury. But there are people so constituted that they can never stop when they have got an idea in their head, but they must forthwith, like the barber of MIDAS, tell it to the reeds, who proclaim it to all comers. Dr. JOHN TAYLOR has in the *Medical Press* been distinguishing himself

in such fashion. Learning the one fact of the decrease of the birth-rate, he cannot pause to discover its real import, but launches out into an imaginary *exposé* of the crimes which must have brought about such a fearful catastrophe, and invents charges which, outside his own diseased imagination, have no foundation in fact. When we come to look at the other side of the medal the explanation is simple, but points to a very different series of causes—no less remarkable, it is true. The reduced birth-rate is the natural concomitant of a vastly reduced death-rate. Thus, whereas in the first year mentioned—1893—the death-rate was 28.2 per thousand, in 1903 it had fallen to 15.7; in other words, such had been the prolongation of life, especially infant life, due to improved hygiene and medical knowledge, that whereas in the former year the average length of life had been slightly over 47 years, in 1903 it had grown to no less than 63½ years. This artificial lengthening of life by improvement in the medical arts had been responsible for this; Nature in the concomitant reduction of the birth-rate had nearly, but not quite, followed the example of the automatic governor. Which was the happier and more wholesome condition we leave to the jury to decide.

Six cases of plague were notified during the twenty-four hours ended at noon yesterday.

The German Mail of the 25th May was delivered in London on the 25th inst.

The French cruisers *Montcalm*, *Gueydon* and *Sully* with two destroyers are expected here on Friday.

From Canton comes news of the death from plague of the second wife of H.E. Viceroy Shun and three maids of the Viceregal household.

Captain Lewington, of s.s. *Hoihaa*, which has now gone upon the Kongmoon run, reports heavy weather up the river, with torrential rainfalls.

As a result of the heavy rainfall numerous landslips are reported from the New Territory. There have also been several on the south side of the island of Hongkong.

Trade at the Kowloon Docks is very slack. Only one vessel was in dock yesterday, and it does not appear that business will improve much for the next two or three months.

H.E. the Officer Administering the Government, Mr. F. H. May, C.M.G., and Mrs. May will be "At Home" on Thursday, 21st prox., at Mountain Lodge. There will be croquet, tennis, etc.

The plant for the electric lighting of Macao is going to be supplied, it is stated, by Messrs. Dodwell & Co., of Hongkong. Mr. T. Skinner of that firm was responsible for the installation of the Macao Hotel light.

At an "At Home" held at Government House, Colombo, last month, Lady Blake wore light-blue, with écoré insertion and écoré hat. She was accompanied by Miss Keane, who was in cream muslin, richly trimmed with Maltese lace.

In emulation of the Civil Service Recreation Club, the Police Force are now seeking to reconstitute the old Police Recreation Club, and very probably a pitch will be secured on the Happy Valley. Sergeant Garrod is taking an active interest in the formation of the new Police Club.

From home papers it appears that the London County Council have ordered 110 houses to be taken down as uninhabitable under a penalty of £1 10s. per day per house until the work of demolition is begun. A correspondent suggests that it is a pity that the Hongkong Government does not use such strenuous measures, as the majority of the houses in the thickly populated central parts of the city are in a most dilapidated condition.

*Sport and Gossip* (Shanghai) has the following little story:—"He bought a Lottery ticket but forgot to take it out of the pocket in his flannels when they went to the wash. The ticket was discovered by the washman who promptly took it to the Lottery office and asked for the return of the cost of it, saying that his master wanted the money as 'just now he belong too much hard up.' For ways that are dark."

The Acting Governor of British North Borneo, in a letter dated 8th June, has informed His Excellency the Officer Administering the Government that the port of Hongkong is declared by the Borneo Government to be quarantined for bubonic plague, and vessels arriving in North Borneo ports and Labuan from Hongkong will be medically examined, and are liable to be quarantined at the discretion of the Health Officer.

We understand that the following transfers have taken place in the staff of the Kowloon Customs:—Mr. L. J. Borgess, 2nd class Tidewater, from Shatau to Samun; Mr. C. L. Hack, 3rd class Tidewater, from Yimtin to Shatau (in charge); Mr. C. de Bédore, 3rd class Tidewater, from C. L. Kwan Tin to Yimtin (in charge); Mr. A. Dunsford, 3rd class Tidewater, from Samun to C. L. Kwan Tin; Mr. C. S. Rice, 3rd class Tidewater, from Yimtin to Kiungchow (Hoihaa).

## TELEGRAMS.

[REUTER'S SERVICE.]

## KING EDWARD IN GERMANY.

LONDON, 26th June.

The King's yacht, the *Victoria and Albert*, four British cruisers, and several destroyers, passed the Baltic Canal on Saturday. A squadron of Cavalry escorted the yacht on each bank, and a crack regiment of guards was drawn up at the eastern end of the Canal, where the Emperor William, surrounded by a brilliant retinue, warmly welcomed the King.

At a banquet in the evening at Kiel the Emperor referred to the King's endeavours for the preservation of peace, and invoked the aid of God to assist his efforts.

The King, replying, said he was deeply touched at the Kaiser's appreciative reference to his unremitting endeavours for the maintenance of peace, and was happy in the certainty that the Kaiser had the same object in view. His Majesty concluded by hoping that the two flags might float side by side to the most remote ages for the maintenance of peace and the welfare of all nations.

## CONSULAR APPOINTMENTS IN CHINA.

From the *London Gazette*, Friday, 27th May.

The King has been graciously pleased to appoint Edward T. C. Warner, Esq., to be his Majesty's Consul for the Consular Districts of Kiungchow and Pakhoi, to reside at Kiungchow; and Henry A. Little, Esq., to be his Majesty's Consul for the Consular District of Kongmoon, to reside at Kongmoon.

The King has been graciously pleased to appoint Ernest C. C. Wilton, Esq., to be his Majesty's Vice-Consul for the Consular District of Changking, to reside at Changking; and Harold F. King, Esq., to be his Majesty's Vice-Consul for the Consular District of Tientsin, to reside at Tientsin.

## CORRESPONDENCE.

## OUR POLICE FORCE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 28th June.

Sir,—I have noticed with interest in the papers lately several severe remarks on the police of Hongkong. I think they deserve all that has been said about them. In Hongkong, it is utterly impossible for a stranger to find his way about, as in the first place the ricksha and chair coolies understand nothing of the names of streets or places, and in the second place the Police, especially Sikh and Chinese, are quite unable to tell you the whereabouts of any street but Queen's Road, or thereabout. I had occasion last night to visit a friend in the higher levels, whose domicile I had not visited before. Two Sikh policemen and a Chinese, though they were stationed in that district, were quite unable to tell me where the street was. I have had similar experiences before. Why are not the Police in the different districts taught to know every street, terrace, etc., in their district, as the police at home are? I have also noticed, among the foreign police, the great difference there now is in the physique as compared with some years ago. We seem to be getting a lot of half-grown, weedy-looking boys, in place of the handsome stalwart men we used to have in the old days, when we had that giant of 6 ft. 6 in. on Pedder's Wharf. Apologising for taking up your valuable space (but I couldn't help having a growl on this subject).—Yours, etc.

DISGUSTED.

## THE BOTANIC GARDENS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 29th June.

Sir,—Referring to the letter which appeared in your yesterday's issue re the Botanic Gardens, I quite agree with the remarks made by "A Resident."

Hongkong in itself does not afford any means of recreation and enjoyment to Europeans and foreigners with limited income; it seems unfair that there should not be some place after the style of the Public Gardens where one can enjoy the benefit of fresh air and breezes in the cool of the evening without having to rub shoulders with undesirable Celestials. The present Public Gardens are almost exclusively patronised by Chinese, and especially by the coolie class with all their disgusting and filthy ways. Almost all the benches are occupied by such Chinese, who jeer and laugh at any foreign ladies who happen to pass. What with this and the nauseating habit of expectoration they indulge in, who on earth would expect Europeans and foreigners to sit or walk about among them?

So long as this state of affairs continues, the closing of the gardens to Chinese on certain days of the week will not make them popular, and I am certain there will never be an increase of European visitors under the present arrangements. A stroll in the gardens is generally indulged in when one has nothing in particular to do. When it is possible to wend your way there whenever one feels inclined, without having the trouble to keep a note of special days, it will be found that *habitués* will slowly but surely increase in number.

May I suggest that Government should devote one of the gardens to the exclusive use of the Chinese, and the other one to the foreigners?

Thanking you for allowing me space in your valuable columns.—Yours, etc.

KATOO.

An old man named John Russell, aged 78, who had been sexton at Wellington parish church for 61 years, having succeeded his father when 17 years of age, died a month ago. He was a well-known figure in the town. He would never travel in a railway train, and he also had the distinction of never having ridden in any vehicle behind horses.

## THE WAR.

[JAPANESE OFFICIAL DESPATCH.]

## A SIX HOURS' FIGHT.

Tokyo, 28th June, 10.50 a.m.

Our Takushan army, after six hours' severe fighting on the 27th instant, occupied Fenshuiling 23 miles north-west of Suiyen.

The enemy consisted of five battalions of infantry, and two regiments of cavalry, with sixteen guns, and fled in disorder towards Tomuching.

Our casualties are estimated at 100.

[REUTER'S SERVICE.]

## RUSSIA AND JAPANESE PRISONERS.

LONDON, 26th June.

Reuter's correspondent at St. Petersburg wires that the women, children, and old men have been ordered to leave Vladivostok.

Reuter's Tokyo correspondent wires that the failure of the Russians to furnish information concerning Japanese prisoners is arousing strong resentment, and apprehension is felt regarding the treatment of the prisoners. It is probable that the American Government will be asked to make a pointed enquiry to St. Petersburg regarding the present condition of the prisoners and to arrange a system of regular reports.

## RUSSIAN TRANSPORT AND COMMISSARIAT.

A correspondent of the *Standard* writing from Kieff on the 22nd ultimo says:—

I have the very highest authority for the following statement with regard to the Eastward transport of troops and provisions. The daily consumption of food and fodder for the Army at present in Manchuria is one hundred and fifty thousand pounds, nearly the whole of which is carried from European Russia. For the regular transport of these supplies five commissariat trains must be despatched every twenty-four hours. Besides these trains, there is a daily special for the accommodation of staff and other officers, couriers, special service officials, &c., and another train for the carriage of mails, passengers, and other ordinary traffic. These leave, but a very limited marginal capacity for the troop-trains proper, and according to my information, not more than two, and sometimes three, troops can be despatched in the 24 hours. It is in respect of the troop-train capacity, more particularly, that the official statements are especially misleading. The trucks in which the troops are forwarded are registered to carry "eight horses or forty men." That regulation might hold good in practice for a limited journey within European Russia, and even then the men would be packed like herrings in a barrel. For the long and wearisome journey of 25 days each truck is fitted with a two-storey set of shelf sleeping-bunks, which reduces the capacity of each truck to about 22 or, at the most, 25 men. Consequently, an ordinary troop-train does not, and cannot, carry more than about four hundred, or, maximum, four hundred and fifty men. Every further arrival of reinforcements in Manchuria increases the strain of the commissariat supply.

A military doctor, invalided home from Kharbin, informs me that he attributes much of the increasing sickness among the troops in Manchuria to the stale and sour flour and meal and other deleterious foodstuffs supplied by dishonest contractors and accepted by pecuniary military intendents. It is credibly alleged that some 60,000 or 70,000 cases of tinned meats held in stock since the last Turkish War have been despatched to Manchuria. If the allegation be well founded, such a putrid, or partially putrid, consignment is in itself sufficient to create an epidemic among the troops. The Turkish War brought to light many flagrantly shocking scandals in the Russian commissariat but the present campaign is already revealing an amount of heartlessly cruel and criminal official corruption almost incredible. On equally trustworthy authority it is stated that not more than one-third of the immense amount of underclothing, &c., for the sick and wounded supplied by private beneficence has so far reached its various destinations. Although duly marked and sealed, the cases are found to contain an overlay of genuine articles, the remainder being sawdust, rags, and other rubbishy packing.

## SKRYDLOFF AS AERONAUT.

Jules Verne, or some enthusiast of his school, would seem to have been appointed St. Petersburg correspondent of the *Matin*. That correspondent says that it is "stated on the highest authority" that the gallant Admiral has succeeded in reaching Port Arthur by balloon. Well, Gambetta escaped from Paris in that way, certainly, but the feat was decidedly easier than that now attributed to the Russian. As long as Gambetta came down somewhere well clear of the Germans, it did not much matter where it was, whereas Skrydloff, even with M. Santos-Dumont's assistance, would have to hit off Port Arthur to a nicety, or run the risk of dropping on to Togo's quarter-deck. Japanese armies, as we know from the Japanese censor, "descend from the skies, from heaven," but not precisely as Skrydloff is said to have. We are prepared for a correction of this story, showing that the Admiral has really arrived by a subterranean passage from Mukden, carefully constructed long before the war.—*Pall Mall Gazette*.

## EVADING THE CENSOR.

The mother of a Jewish surgeon sent from Warsaw to the war recently received from her son a letter written in the usual official Russian style, and bearing the stamp of the censor. It states that the writer is in good health, that admirable order prevails among the troops, who are certain of victory and are amply supplied with all necessities, and that there is no little illness that the army surgeons have scarcely anything to do. It concludes with a request that his mother should send him some Hebrew books of which he gives the titles. These are:—"Famines and Destitution," "Consequent Fearful Epidemics," "Securely any Sanitary Appliances," "Demoralisation of the Army Constantly Increasing," "Bad of Discipline," "Wish I were Taken Prisoner." Evidently the censor did not know Hebrew.

## POSSIBLE RUSSIAN PRIVATEERS.

Underwriters have received, states *The Times*, an intimation from official quarters which caused them astonishment mingled with amusement. It was stated that there was a possibility that some of the steamers recently purchased with Russian money would be fitted out as privateers for the Far East. It is difficult to see what service could be rendered by privateers which could not equally well be done by regular auxiliary cruisers, and the use of privateers by Russia could hardly be quietly allowed by the other signatories of the Declaration of Paris. The report was not taken very seriously, and rates for war risks remained easy.

## WHICH IS THE YELLOW PERIL?

One of our correspondents in Russia, says the *Daily Graphic*, calls our attention to an article in the *Novosti*, appealing to Great Britain to take serious note of "the yellow spectre" as exemplified in the alleged pan-Asiatic aspirations of a section of the Japanese people. It is not pretended that the present policy of the Mikado's Government aims at a Japanese hegemony of Asia or the emancipation of that Continent from European political influence, but it is argued or implied that this is the inevitable tendency of Japanese thought and action, because there is a society in Japan, with an organ in the Press, which avows an ambition of this kind. Here, says the *Novosti* in effect, is a menace which phases Manchuria and India in the same boat! Practical politicians are not likely to be influenced by hogies of this kind, but if they were, the result would scarcely be what the *Novosti* anticipates. Have Russians who conjure with the Yellow Peril—quite realised the sort of retributions to which they lay themselves open? Granted that the case set forth by the *Novosti* is accurate, and the conclusions drawn from it are justified—a very large assumption—what is there to show that Russia herself is less of a Yellow Peril than Japan? Has the *Novosti* overheard of the Russian school of Pan-Asiatics as ably represented by Prince Uchutinsky and the *Petersburgskaya Viedomosti*? It is surely not one whit less aggressive than the Japanese society, and so far as its designs on India are concerned it is infinitely more dangerous. One has only to read Prince Uchutinsky's fascinating record of the present tour's visit to India to be assured of this. But Prince Uchutinsky, with his plea for an Asiatic culture in Russia, and for a Russian domination of the whole of Asia, is not the only evidence of the existence of a Yellow Peril below the easily scratched Europeanised skin of the average Muscovite. It is true that in religion Russia belongs to the West, but in politics she is far more essentially Eastern than Japan. She stands for every principle which the European democracy holds in detestation and terror; and if we are to believe her more philosophic statesmen—men like M. Pobedonostzoff—she stands for those principles as an aggressive proselytiser. If, then, there is a Yellow Peril, we may well feel puzzled to know whether it is more menacing in Russia or in Japan.

## THE SAILORS' HOME.

A correspondent writes:—"What is the meaning of the Sailors' Home? I was always led to believe that the Sailors' Home was for providing shelter for destitute and unemployed seamen, but apparently such is not the case now in Hongkong. On whom this fault lies I am unaware, but a fault there must be somewhere, considering the number of masters, officers, engineers and seamen in general who are practically on the beach in Hongkong. I can quote one case out of many—that of a Captain—Captain Coffee—who died in the Government Gaol. This man had first-class certificates second to none in Hongkong, and there are several more in the Colony who will follow him to Happy Valley if something is not done at once towards the alleviation of their distress. During his stay in Hongkong Captain Coffee was employed in various capacities and executed many commissions. What I want to know is whether Captain Coffee was refused admission to the Sailors' Home or whether he refused to go into the Home. At present the Home appears to be the refuge and retreat of all the undesirable who care to apply for admission (so long as they are not British), and there is a suspicion that a man who goes there minus dollars meets with scant, if any sympathy."

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 28th at 10.40 a.m. Orders were issued to take down the red drum.

On the 28th at 11.35 a.m. The barometer has risen in S. China and more particularly in Formosa and has fallen in Central China.

The typhoon has entered the coast to the southward of Wenchow.

Forecast:—Fresh S. to S.W. winds, overcast, local thunderstorms.

N.B.—Telegraphic connection with Gap Rock is interrupted during the night.



## ENGLAND AND CONSCRIPTION.

## THE REPORT OF A ROYAL COMMISSION.

A month ago our London correspondent telegraphed the news that the Royal Commission on the Militia and Volunteers had recommended a conscript home defence army. By yesterday's mail we received the full report of the Commission and quote below that section of it dealing with the conscription recommendation.

If the Militia and Volunteer Forces are to continue to be, as they have hitherto been, auxiliary forces for the purpose of resisting in conjunction with the regular Army the forces of an invader, the changes set forth in the fourth section of this report will prepare them for that duty and lead to a great improvement in their efficiency, while permitting them to maintain the requisite numerical strength. But, if the purpose is to produce a force which without substantial help from the regular Army can be relied upon to defeat an invader, then improvements in the Militia and Volunteer Forces will not be sufficient. We cannot assert that, even if the measures recommended in the preceding section were fully carried out, these forces would be equal to the task of defeating a modern Continental army in the United Kingdom. The military efficiency of an army depends on many elements: the thorough training of officers and men, their mutual confidence developed by continuous intercourse under conditions of discipline, their constant practice in every form of field duty, and their organization. We cannot feel confident that either a six months' preliminary training for the Militia followed by annual trainings of six weeks each, or any scheme of training for the Volunteers will give to forces offered largely by men who are not professional soldiers the cohesion of armies that exact a progressive two years' course from their soldiers and rely, except for expanding the skeleton ranks on mobilization, upon professional leaders. The opinion has been expressed by some of those whom we have consulted that troops acting on the defensive in Great Britain would derive from the enclosed nature of the country, and from their knowledge of it, an advantage compensating for a training less thorough than that of an invading force. But the balance of opinion and our own judgment is to the effect that in the absence of highly specialized training in the use of enclosed and intricate country the difficulties which it presents tell in favour of those combatants who have the greater skill and are the more able to rely upon their own resources. We cannot forget that the standard of numbers which we have taken as a rough guide is in no sense authoritative or final, and that in any case it does not exhaust the need. The Militia has long been, and the Volunteer force was during the late war, a source upon which the Army could draw to strengthen itself. The paper submitted to us by the War Office called our special attention to the necessity of continuing and enlarging such provision for the support of the Army when engaged in operations over sea, and the Report of Your Majesty's Commissioners appointed to inquire into the military preparations and other matters connected with the War in South Africa, expressed the opinion that "No military system will be satisfactory which does not contain powers of expansion outside the limit of the regular forces of the Crown."

We proceed to the consideration of measures which may provide a home defence army equal to the task of defeating an invader. It has been thought by many of those who have given evidence before us that the enforcement of the ballot for the Militia, with exemption for Volunteers, would be the means of automatically filling the ranks of the Militia and Volunteer forces as well as of the Regular Army, and of overcoming the difficulties which have attended the attempt to raise the standard of attainment in the Militia and Volunteer force. We have paid close attention to the evidence laid before us dealing with this subject, and have formed the opinion that the Militia Ballot is unsuited to the modern conditions of the country, and that its irregular and unequal incidence would be felt as an injustice. The ballot, if enforced with exemption for Volunteers, would press hard upon the poorer classes, who would be driven into the Militia, while the better-to-do would escape it by joining a Volunteer corps, and would thus perform their service under easier conditions. This would transform the character of the Volunteer force, which would be filled by men joining not from love of soldiering, but from their desire to escape its burdens. The ballot would not remove the chief difficulty which besets the Volunteer force, for it would not equalize the burdens thrown upon employers of labour, nor make it possible for Volunteers to attend for prolonged training without the sacrifice of their civil employment. A Volunteer force of which the establishment was maintained by any form of compulsion, could not long preserve the character in virtue of which its members have acquired a remarkable degree of military proficiency in proportion to their limited opportunities for training. The work of the Volunteers has been a labour of love. This characteristic may be maintained in a force of which the principle is duty to the State the same for all; it must be lost to a force raised by the indirect effect of a fitfully applied and unequal compulsion. We have also considered schemes based on the principle that an establishment should be fixed for the Militia and Volunteer forces, and that whenever either force or any of its units fell short of the establishment, the State should select from among the men of military age a number sufficient to make good the deficiency. The

objections urged against the ballot apply to all such schemes.

The Swiss Confederation, since 1874, has made military training obligatory upon its citizens. Every Swiss citizen becomes liable to military service on reaching the age of twenty. During his twenty-first year the recruit is called out for a recruit's course of from forty-five to eighty days, according to the arm of the service to which he is assigned. At twenty-one he is posted to the active army, in which he remains for eleven or twelve years, being called out in every alternate year for a repetition course of from sixteen to eighteen days or in the cavalry every year for ten days. The strong points of the Swiss Army are that it is organized for war and that its training is concentrated on what is necessary for war. But the periods devoted to training, though longer than are possible for the Volunteer Force, are shorter than those actually in use in the Militia, and the officers, except a very few instructors, are not professional. High officers of the permanent staff of the Swiss Army have long held the opinion that the initial course does not enable a thorough training to be given, and that this defect is not compensated by the repetition courses of sixteen days. The officers of the Swiss Army devote far more time to their education and are instructed with much more system than officers either of Militia or Volunteers, and yet it is doubtful whether the system produces the cohesion required of an Army. We are unable to recommend the adoption of the Swiss system as regards the initial training, which is not in our judgment sufficient for the purpose. The soldier's initial training should give him a thorough mastery of all that is essential for him in a war in the United Kingdom so that in his subsequent trainings he will not be required to make up for deficiencies in the ground-work. Nor can we recommend the adoption of the Swiss system as regards the mode in which the army of that country is officered. The abandonment of the old method of long service by a small class in favour of the modern method of extending the training to all classes while shortening its duration, involves the employment of instructors of the highest possible qualifications. These must be professional officers.

The principles which have been adopted, after the disastrous failure of older methods, by every great State of the European continent, are, first, that as far as possible the whole able-bodied male population shall be trained to arms; secondly, that the training shall be given in a period of continuous service with the colours, not necessarily in barracks, and thirdly, that the instruction shall be given by a body of specially educated and highly trained officers. We are convinced that only by the adoption of these principles can an army for home defence, adequate in strength and military efficiency to defeat an invader, be raised and maintained in the United Kingdom.

To make detailed recommendations under this head appears to us to be beyond the scope of the task entrusted to us, especially as the principles which we recommend cannot be adopted without producing an effect on the regular Army. But we submit the following general observations:—We believe that the necessary thorough training could be given within one year, after which only one or two annual periods of a few weeks' exercise or manoeuvre would be needed. The condition of such a short training, being sufficient is that instruction should be given by professional officers and non-commissioned officers. Under systems of this class the strength of the Army on mobilization depends on the numbers taken for training in each year, and upon the number of years during which liability to be called out for service in case of war remains. The experience of other countries shows that, after deducting men of insufficient physique and the classes by law exempt from service, such as for example as clergymen and the only sons of widows, the number annually trained is about fifty per cent. of the young men of twenty. The male population of that age in the United Kingdom is about 380,000, and if half that number were trained each year and remained for the three next years liable to be recalled to the colours in case of emergency the home defence army, after due provision by voluntary enlistment for the Navy and for all the purposes served by the regular Army, and after due allowance for natural wastage, would on mobilization number about 350,000 men, which is approximately the strength proposed to us. We have examined into the probable cost of the system, which we believe would be less than the present cost of the military forces. After some years there would be in the United Kingdom a very large number of men above the age of twenty-four, who, having received a good military training, would be a source of reserve strength in case of great national emergency. The question put to us by Your Majesty was whether any, and, if any, what, changes are required in order to secure that Your Majesty's Militia and Volunteer forces shall be maintained in a condition of military efficiency and at an adequate strength. We humbly submit as the answer, to which, after a protracted inquiry, our most earnest consideration compels us to subscribe, that Your Majesty's Militia and Volunteer forces have not at present either the strength or the military efficiency required to enable them to fulfil the functions for which they exist; that their military efficiency would be much increased by the adoption of the measures set forth in the fourth section of this report, which would make them valuable auxiliaries to the regular Army; but that a home defence army capable, in the absence of the whole or the greater portion of the regular forces, of protecting this country against invasion can be raised and maintained only on the principle that it is the duty of every citizen of military age and sound physique to be trained for the national defence, and to take part in it should emergency arise.

## CANTON-HANKOW RAILWAY.

## THE DISPUTES OF BELGIAN FINANCIERS.

The Brussels correspondent of the *Globe* writes:—There has just been published what appears to be an inspired account of the disputes of the Belgian financiers over their railway enterprises in China. This account glosses over the money question, and attributes the difficulties which have arisen to the machinations of England. It says that when the first part of the Hankow-Canton railway, which was a personal undertaking of King Leopold's, was finished, England raised objections to the construction of the second part of the line by Belgians because that part would pass through her sphere of influence in the Yangtze district, and that it was then that the Belgians entered into an arrangement with an American company to continue the enterprise, and reserving the most important part in it, and making a convention with the American company by which the construction of the railway was to be carried out by Belgian engineers and workmen. The account I quote seems to hint that for a time this fictitious transference of the enterprise to American hands satisfied England, and it goes on to say, England recently prevailed on the American Government to force the Chinese Government to forbid the Belgians to be employed, or to intervene personally in the construction of the Hankow-Canton Railway. The Peking Government has signified to the Belgians the formal prohibition to take part in the construction or the surveillance of the Hankow-Canton line. The Americans having thus deceived the hopes of the Sovereign, he has held those whom he sent to negotiate with them, Col. Thyn and M. Dolder, responsible for his disappointment. Whatever the truth of this tale, or whether it is because of their failure to negotiate a loan in America, the fact remains that the King of the Belgians expressed his displeasure with these two ancient associates of his so very forcibly that they felt nothing remained for them but to retire, not only from the directorship of the King's railway companies, but, as far as Col. Thyn was concerned, from the offices he held in His Majesty's Household. M. Dolder does not hold an office of State at the moment from which he could be expected to retire, but I may mention as a sign of the high place he held until quite recently in the Royal favour that he was not very long ago, created a *Ministre d'Etat*—a position rarely conferred in Belgium.

A Washington despatch, 23rd May, states:—For nearly a month Chen-tung Liang-Cheng the Chinese Minister, assisted by Mr. I. E. Ferguson, Secretary to the Chinese Railway Administration, has been endeavouring to get the State Department to recognize the American China Development Company, which is constructing a railway from Canton to Hankow, as a bona-fide American company, notwithstanding the majority of the shareholders are Belgians. Formal recognition has now been rendered the company by the United States Government. The step is considered to be one of great importance, as the United States maintains her sole right to deal with all diplomatic matters affecting the interests of the company. The Chinese Government feared Russia might acquire the line through the foreign stockholders and instituted negotiations with the United States in order to prevent such action on the part of Russia.

From Brussels we get the following intelligence:—King Leopold has suddenly dissolved the partnership with the American Syndicate concerning the construction of the Hankow-Canton Railway, after having acquired the greater part of the shares from the original shareholders. He intends to entrust exclusively a Belgian Company with the construction of that important line. But it may be presumed that the American Government will oppose the King's scheme. Meanwhile the Belgian and American directors of the Hankow-Canton Railway Company have tendered their resignations.

[It is impossible to gather from these conflicting accounts precisely what the present position is, and the "inspired account" which comes from Brussels is of course wrong so far as it represents that the trouble arose when the first part of the Canton-Hankow railway was finished. The first part of the trunk line has in fact scarcely been commenced.—Ed. D.P.]

## CHARTERED BANK OF INDIA.

An extraordinary general meeting of the Shareholders of the Chartered Bank of India, Australia, and China was held on 25th May, at the Cannon-street Hotel, London, for the purpose of authorising the Directors to accept a renewal of the Bank's Charter.

Mr. J. H. Gwyther, who occupied the chair, said he was sorry to have had to call them together for a purely formal process; but the law required it. He had to explain that his Majesty in Council had been graciously pleased to authorise the renewal of their Charter for ten years from the end of March, and that they had taken advantage of that renewal to obtain from the Treasury the insertion of two words whereby their operations in the future would be less hampered. Their original Charter stated that they could only establish a branch or branches East of the Cape of Good Hope. They pointed out to the Treasury that the course of business had very much changed since those days, and they readily fell in with the Bank's views and they had added the two words "or elsewhere," which quite met their wishes. He moved "That the Directors be authorised to accept a renewal of the Bank's Charter with certain modifications, in accordance with the terms of the draft Charter which will be submitted to the meeting."

This was seconded by Mr. E. Levita, and carried unanimously.

A widow of an Indian Mutiny veteran at Amritsar has just received her husband's share of the Delhi prize-money, 1857.

## POLICE COURT.

Tuesday, 23rd June.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

## GAMBLING.

Thirteen men were charged with gambling. No. 26, West Street was raided by the police at 9 p.m., the defendants being found playing *Nyan Tai*. They were mostly from shops in Bonham Strand. The first and second defendants, the keepers of the house, were fined \$50 each, and the rest \$5 each. Five men who failed to appear forfeited their bail, \$10 each.

## A SETTLEMENT.

Mr. M. W. Slade, barrister-at-law, and Mr. Almeida Castro, solicitor, appeared on behalf of the respective parties in a cross-summons for assault. The case, however, was settled out of court on the understanding that Mr. Castro's client would not further interfere with Mr. Slade's client.

## DENTISTS CHARGED.

Overseer Simmons, of the Waterworks, charged Drs. N. Wilson and W. Daniel, dentists, with wasting water. Mr. P. W. Goldring, of Mr. John Hastings's office, appeared for the defence.

Mr. Gomperz dismissed the case, holding that there had been no misuse of water.

## CRUELTY TO POULTRY.

A Chinaman was charged with cruelty to poultry, having, at Yummat, kept no less than 75 birds in one basket. The defendant said he was a new man and did not know the law. His Worship imposed a fine of \$5.

## THREE MEN COMMITTED.

Three men were charged with having committed one of the most brutal assaults that has occurred in the history of the Colony. The wife and daughter of an accountant in a cracker factory, residing at No. 71, Station Street, Mongkok, gave evidence that while they were sewing in one of their rooms, at 11 a.m. on the 10th inst., they heard a knock at the trap-door. The mother asked who sought admission, and the reply came that a man who desired to repair a leak in the roof desired to enter. On the door being opened three ruffians entered and the women were pressed down, string was tied tightly around their throats, wooden gaps were placed in their mouths and their hands were tied. The men punched them in the face several times, then took away jewelry from the complainants' ears and persons, and from the room; also some money. The property stolen at the time altogether valued about \$110.

The mother identified the three prisoners from a crowd. Another witness, who stated that he had seen the men coming from the house, did likewise, and a third witness, a man, identified two of the defendants as men whom he had seen coming down the stairs of the house in question about the time of the robbery. The daughter of the woman, a girl of 17, was rather timid; she could not identify any of the men. The two complainants had still ugly marks on their necks where the string had bruised them. The defendants were committed to take their trial at the next Criminal Sessions.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

## OPIUM.

A Chinaman charged with unlawful possession of 7½ lbs. of opium was fined \$250 or three months' imprisonment.

Another similar case was rather amusing. When the defendant landed at the Canton steamer wharf he was stopped, and searched by the Excise officer, with the result that a package was found in his umbrella. On the Excise Officer asking what the package contained the man said "rice mixed with medicine." The medicine turned out to be opium.

The defendant explained that he was taking the opium with him to cure the opium habit! The man was fined \$20 or three weeks' imprisonment.

## A GAME OF "PO CHI."

Fourteen men were charged with gambling. A house in Shelley Street was raided and the men caught indulging in a quiet game of *Po Chi*. The first two defendants were fined \$25 or one month's imprisonment, and the rest \$3 or ten days' imprisonment.

## A STEAM-LAUNCH OBSTRUCTION.

The coxswains of the launches *Kong Wo* and *Tok Fat* were charged with causing an obstruction at Murray Pier. They were each fined \$5 or 14 days' imprisonment.

## WATCHMAN CHARGED WITH BURGLARY.

Mr. Fung Wu Chan charged a Chinese watchman with having, on the 19th inst., stolen a double eared gold watch and three trinkets to the value of \$350, and a long coat, from his house, No. 47, Robinson Road.

The complainant gave evidence that on the Sunday before last he was awakened at four o'clock in the morning by a noise on the verandah. He went there and saw what he took to be spots of blood. Going back into the room to turn up the light he missed his watch from the mantelpiece. He then took a piece of blotting paper to see what the liquid on the verandah was, and he found it to be ink. In the reading room, which also connected with the verandah, he found the ink bottle had gone. He called repeatedly for his watchman, the defendant, but received no answer. Returning into the house he found his alarm, and he sent her to call the defendant. In about twenty minutes the defendant came to him. At about five o'clock he telephoned to the police. He ordered all the servants in the meanwhile to watch for the thief, and told them not to leave the place. The defendant, however, went away and would not heed when he called him back. A detective arrived from the Police Station and observed ink on the defendant's thumbs; there was a long line of it across the verandah.

Other witnesses gave corroborative evidence. The defendant explained the fact of ink being on his clothes by saying that when he had put them out to dry suns came upon them from the chimney. He denied that he had ever refused the call of his master. The case was remanded.

## KODAKS! KODAKS!! KODAKS!!!

AND PHOTO GOODS OF EVERY DESCRIPTION.

We have an Establishment Solely devoted to

## DEVELOPING AND PRINTING

for Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.,

17A, QUEEN'S ROAD CENTRAL

(Few Doors East of Hongkong Hotel)

## SHIPPING NOTES.

## WEATHER AT SEA.

The *Anapa*, from Colombo, reports threatening weather and high easterly sea during latter part of the voyage.

The *M. M. s.s. Nankin*, from Saigon, reports fine weather.

The *Clitus* from Saigon reports high easterly sea and threatening weather during the latter day of her voyage. The *Ashley* from Singapore gives a similar report.

The *Mytune*, from Singapore, reports strong S.W. monsoon and cloudy weather.

## MISCELLANEOUS.

The Portuguese cruiser *Adamastor* arrived from Macao yesterday.

The *Clitus*, from Saigon yesterday, brought 2,000 tons of rice and 1,000 tons of general merchandise for Messrs. Dowell & Co.

The *s.s. Anapa* arrived from Barry yesterday with 4,000 tons of coal for Messrs. Sheehan, Tomes & Co.

The *Ashley* arrived from Barry yesterday with 2,823 tons of coal.

## STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* arrived at Nagasaki at noon on Monday, the 27th inst., and left again at 5 p.m. on same day for Kobe, where she was due to arrive at 8 p.m. on Tuesday, the 28th inst.

The C. & M. steamer *Zefiro* left Manila on the 27th inst., at 2 p.m., and is due here today, at 5 p.m.

The Ben Line steamer *Bentary* left Singapore yesterday morning, and is due here on the 3rd prox.

## REPORTED PURCHASES.

Japan is reported to have purchased at Antwerp the steamers *Mascotte*, *Rockampton* and *Reamoer*, each of about 3,000 tons register.

An Antwerp telegram states that Russia has bought the German liners *Deutschland* and *Kaiserin Maria Augusta*, and that the Japanese have purchased the steamer *St. Irene*.

## THE NEW CUNARDERS.

The dimensions of the two great steamers, to be built for the Atlantic service of the Cunard Line, 760ft. long, 87ft. broad, with 65,000 indicated horse-power, indicate a marvellous advance from the dimensions, not only of the first Cunarders, but also of such vessels as the *Peristia* and *Scotia*, which in their time were the largest steamers in the world. The *Britannia*, the first of the line, was 207ft. long, 34ft. 4in. broad. Her gross tonnage was 1,154, and her indicated horse-power 740. She had a coal consumption of 38 tons a day, and an average speed of 8½ knots. The *Scotia*, the last of the paddle steamers, was 379ft. long, with a breadth of beam of 47ft. 8in., a gross tonnage of 3,811, and an indicated horse-power of 4,000. Her ocean speed was a little over 14 knots, and her coal consumption 146 tons a day.

Twenty years after the launch of the *Scotia* the *Servia*, the first of the really great ocean steamers belonging to the Cunard Line, was launched. Her length was 515ft., her breadth 52ft. 3in., her tonnage 7,392, her indicated horse-power 9,900, her coal consumption about 200 tons a day, and her ocean speed 16½ knots.

Two years after the *Servia*, the *Campania* and *Lucania* came, in 1883. They were the first twin-screw steamers of the Cunard Line, and at the time of their launch were the largest steamers in the world. Their dimensions are 600ft. long, 65ft. 3in. broad, 12,960 tons gross, with an indicated horse-power of about 26,000, and an ocean speed of fully 21½ knots.

Though the Cunard directors were slow to adopt screw steamers in place of paddles, and twin screws in place of single screws, they have in some respects led the way as regards the adoption of the turbines in swift ocean steamers, for though two turbine steamers, each over 12,000 tons, are building for the Allan Line, these steamers are only to have an ocean speed of 17 knots, so that they cannot be called swift ocean steamers, and they do not belong to the same class as the Cunard turbine steamers, which are to have an ocean speed of 24½ knots. As the Cunard Line is leading the way in regard to ocean turbine steamers of the highest speed, it may be expected that in the very probable event of their new steamers proving successful many other ocean lines will make haste to follow their example.

## NEW WAY TO PAY DEBTS.

According to the New York correspondent of the *Daily Chronicle*, two of the leading banks of Macon (Georgia) failed recently, and their liabilities ran up to £100,000, involving a large number of tradespeople and farmers, many of whom practically lost all they had in the way of savings or investments. Mr. R. H. Plant, who was president of both the banks, committed suicide, and now it is learned that he carried a life insurance amounting to £200,000. Mr. Plant left a letter stating that he took his life in order that his insurance might go to the creditors of the two insolvent banks. He left it in proper form so as to enable his desires to be legally carried out.

The Patentees—Macniven & Cameron, Limited desecrate A NATIONAL MEMORIAL for their excellent inventions.—*Dover Chronicle*. THE WAVELEY PEN. THE PICKWICK PEN. THE OWL PEN. THE HINDOO PEN. Sold at all Stationers, Waverley Works Edinburgh. [402-2]

TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE PLEASING POPULAR PALATABLE PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

TORTURING DISFIGURING

Skin, Scalp and Blood Humours

From Pimples to Scrofula From Infancy to Age

Speedily Cured by Cuticura When All Else Fails.

The agonizing itching and burning of the skin, as in Eczema; the frightful scaling, as in psoriasis; the loss of hair and crusting of the scalp, as in scalded head; the facial disfigurements, as in acne and ringworm; the awful suffering of infants, and anxiety of worn-out parents, as in milk crust, tetters and salt rheum,—all demand a remedy of almost superlative virtues to successfully cope with them. That Cuticura Soap, Ointment and Resolvent are such stands proven beyond all doubt. No statement is made regarding them that is not justified by the strongest evidence. The purity and sweetness, the power to afford immediate relief, the certainty of speedy and permanent cure, the absolute safety and great economy, have made them the standard skin cures, blood purifiers and humour remedies of the civilized world.

Bathe the affected parts with hot water and Cuticura Soap, to cleanse the surface of crusts and scales and soften the thickened cuticle. Dry, without rubbing, and apply Cuticura Ointment freely, to allay itching, irritation and inflammation, and soothe and heal, and, lastly, take Cuticura Resolvent, to cool and cleanse the blood. This complete local and constitutional treatment affords instant relief, permits rest and sleep in the severest forms of eczema, and other itching, burning and scaly humours of the skin, scalp and blood, and points to a speedy, permanent and economical cure when all else fails.

Cuticura Resolvent liquid and in the form of Cuticura Ointment, Cuticura Soap, and Cuticura Resolvent are sold throughout the world. Agents: Messrs. J. B. Lusk & Co., 25, Broadway, New York, U.S.A.; Messrs. J. B. Lusk & Co., 25, Broadway, New York, U.S.A.; Messrs. J. B. Lusk & Co., 25, Broadway, New York, U.S.A.

Send for "How to Cure Every Humour."

[61-1]

DR. NEWELL WILSON. DR. WILLIAM DANIEL.

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong 18th, February 9410

THE AMERICAN SYSTEM

OF DENTISTRY

DR. M. H. CHAUN.

37, DES VOGES ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and special business matters to the Manager. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: P. O. Box 33, Telephone No. 12.

## NEW ADVERTISEMENTS

**TO LET.**  
"ELLIOT COTTAGE," Conduit Road. Four Roomed House with Garden and right of way through Elliot Crescent. Fine view of the harbour. "G."  
Apply to—Care of Daily Press Office.  
Hongkong, 29th June, 1904. [1594]

**FOR SALE.**  
KUGER COINS. Gold, Silver and Copper, mounted and unmounted, at very reasonable prices.  
Also real Rhinoceros Hide Sticks from \$9.00 to \$20.00.  
Sold at  
CHONG SHING, Jeweller,  
No. 29, Queen's Road Central.  
Hongkong, 29th June, 1904. [1595]

**FOR SALE.**  
STEAM Launch "PERSEVERANCE." Length, 100 feet; Beam, 18 feet; Depth, 9 feet; Speed, 10 miles per hour. In first-class working order.  
Apply to—WANG HOP COMPANY,  
No. 82 (1st Floor), Des Voeux Road Central.  
Hongkong, 29th June, 1904. [1596]

**NOTICE.**  
CONSUL-GENERAL and Mrs. BRAGG AT HOME, Crow's Nest, Barker Road. July 4th, 1904, from 4 to 7 P.M.  
Hongkong, 29th June, 1904. [1597]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), TO-DAY (WEDNESDAY), the 29th June, 1904, at 11 A.M., at their Sales Rooms, Ice House Street, One AUTOMATIC CASH BOX:  
And  
14 Cases PABST BEER.  
TERMS: As usual.

HUGHES & HOUGH, Auctioneers.  
Hongkong, 29th June, 1904. [1598]

**FOR SWATOW, AMOY AND TAMSUI.**  
THE Company's Steamship  
"HALLOONG."  
Captain Gibson, will be despatched for the above ports TO-MORROW, the 30th inst., at NOON.  
For Freight or Passage, apply to  
DOUGLAS LARPAIK & CO., General Managers.  
Hongkong, 29th June, 1904. [1599]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship  
"HAI TAN."  
Captain Rouch, will be despatched for the above ports on FRIDAY, the 1st July, at NOON.  
For Freight or Passage, apply to  
DOUGLAS LARPAIK & CO., General Managers.  
Hongkong, 29th June, 1904. [1600]

**STEAMSHIP "TOKIN,"**  
COMPAGNIE DES MESSEGERIES MARITIMES.  
NOTICE.  
CONSIGNEES of Cargo from London ex s.s. "Dordogne," from Havre ex s.s. "Dordogne," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.  
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, the 28th inst., requesting it to be landed here.  
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 5th July, at Noon, will be subject to rent and landing charges.  
All claims must be sent in to me on or before the 5th July, or they will not be recognised.  
All damaged packages will be examined on Tuesday, the 5th July, at 3 P.M.  
No Fire Insurance has been effected.  
G. DE CHAMPEAUX, Agent.  
Hongkong, 28th June, 1904. [1601]

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer "MOYUNE," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 30th inst.  
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 5th prox.  
No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 5th prox. will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 8th prox., or they will not be recognised.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 28th June, 1904. [1602]

**NOTICE TO KOWLOON RESIDENTS**  
EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTONJEE'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash.  
Hongkong, 22nd December, 1903.

## INTIMATIONS

**WANTED.**  
A EUROPEAN NURSE for a Girl of four years.  
Apply by letter to—Mrs. SWAN,  
I. Gomes Villa, Kowloon.  
Hongkong, 24th June, 1904. [1594]

**NOTICE.**  
WE have This Day REMOVED our OFFICES to No. 2, CONNAUGHT ROAD CENTRAL, Third Floor. EAST ASIATIC TRADING CO.  
Hongkong, 27th June, 1904. [1578]

**NOTICE.**  
ROYAL SWEDISH AND NORWEGIAN VICE CONSULATE.  
THE OFFICES of the above Consulate have This Day been REMOVED to No. 2, CONNAUGHT ROAD CENTRAL, Third Floor.  
HERMANN PAULI, Deputy Vice Consul for Sweden and Norway.  
Hongkong, 27th June, 1904. [1579]

**LESSONS IN FRENCH.**  
NEW and easy method of learning French in a few months, mainly by conversations with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady, B. R.  
Care of Office of this Paper.  
Hongkong, 16th May, 1903. [1587]

**SENTING.**  
SURGEON DENTIST, No. 10, L'AGUIAR STREET.  
TERMS VERY MODERATE.  
Hongkong, 21st March, 1903. [1589]

**NOTICES OF FIRMS**  
**NOTICE.**  
COKE AND TAR.  
THE HONGKONG & CHINA GAS CO. beg to notify the public that Messrs. KUNG HING & CO., 474, Des Voeux Road West, are the SOLE AGENTS for the sale of the Company's Coke and Tar, and that all orders should be sent to the said Agents direct.  
GEORGE CURRY, Local Secretary.  
Hongkong, 8th June, 1904. [144]

**NOTICE OF PURCHASE OF BUSINESS.**  
WE, the Undersigned, beg to notify that the Business of the YUE LOONG, Confectioners, at No. 7, Sai On Lane, Shek Tong Tai, together with its branch establishment the YUE LOONG CHAN, at Yee Wo Street, Canton, have been sold by its Former Proprietors to the Undersigned, including the goodwill, trade mark, credits, deposits, furniture, and stock-in-trade of the Firm. All expenses, all credits for goods sold, all cash receipts and payments after 16th February, 1904, are due to or payable by the new proprietors. The Transfer of the Business was completed on the 10th June, and the undersigned are allowed to continue to use the name YUE LOONG as the name of the Firm and the Peacock Mark as their Trade Mark. The interest and responsibility of the Former Proprietors ceased on the above date, and this announcement is made to prevent future disputes.  
HUNG TAK TONG, LI LAI MING.  
Hongkong, 16th June, 1904. [1509]

**NOTICE.**  
WE, the Undersigned, beg to notify that Mr. WAT CHUNG SHING, lately employed as Salesman in the YUE LOONG, Confectioners, of No. 7, Sai On Lane, West Point, has no connection with the undersigned who have taken over the business of the Firm. Hereafter contracts for goods ordered will be endorsed by the Firm, in proof of their acceptance of liability.  
HUNG TAK TONG, LI LAI MING, New Proprietors of the Yue Loong.  
Hongkong, 16th June, 1904. [1510]

**FOR SALE.**  
ONE ICE-MAKING MACHINE with GAS ENGINE complete.  
For full particulars, apply to  
HUGHES & HOUGH, 8, Des Voeux Road.  
Hongkong, 27th June, 1904. [1577]

**FOR SALE.**  
TEAKWOOD STEAM LAUNCH in Good Working Order and condition. Length 36 feet. Breadth 7 feet. Depth 3 feet 6 inches. Engines, Compound Outboard Condensing. Price \$3,250.  
Apply to—  
Care of Daily Press Office.  
Hongkong, 31st May, 1904. [1374]

**ON SALE AT THE BIBLE BOOK AND TRACT DEPOT.**  
A. D'AGUIAR STREET.

**NEW STORY BOOKS for Boys and Girls.**  
An Extensive Assortment of Picture Books for Children. Cheap Revised Bibles and New Testaments. Centenary Bibles and New Testaments. A Highly Finished Map of Central and Southern Manchuria by Mr. R. T. Turley, F.R.G.S.  
Hongkong, 23rd June, 1904. [1559]

**TO PHILATELISTS.**  
FOR SALE, a large variety of Chinese, all issues, Chinese Locals, Shanghai, Hongkong, Indian Native States, Borneo, &c., &c., including many of the old and rare issues. Selections sent on approval. Prices extremely low. Apply—  
Care of Daily Press Office.  
Hongkong, 14th June, 1904. [1485]

**FOR SALE.**  
NOS. 1, 2 or 3, STEWART TERRACE, THE PEAK.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 21st May, 1904. [129]

## TO LET

**TO LET.**  
LARGE AIRY ROOMS in Offices Building in British Concession, Canton.  
For particulars, apply to—  
P. O. BOX 22, Care of Daily Press Office.  
Hongkong, 17th June, 1904. [1507]

**TO LET.**  
THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.  
A HOUSE To Let in Kowloon, with possession 1st July, 1904.  
Apply to—  
HUMPHREYS' ESTATE & FINANCE CO., LD.  
Hongkong, 21st June, 1904. [915]

**TO LET.**  
"LEIGHTOR," the PEAK.  
Apply to—  
JEBSEN & CO.  
Hongkong, 27th April, 1904. [1107]

**TO LET.**  
3RD FLOOR, suitable for Office.  
Apply to—  
WING CHEONG, 35, Queen's Road Central.  
Hongkong, 3rd June, 1904. [74]

**TO LET.**  
FURNISHED QUARTERS in Wyndham Street, for a quiet bachelor. \$50.  
Apply to—  
Care of Daily Press Office.  
Hongkong, 31st May, 1904. [1372]

**HONGKONG CLUB.**  
**TO LET.**  
A SUITE OF TWO ROOMS, on the Ground Floor of the Annex, suitable for Office. For particulars apply to the undersigned.  
C. H. GRACE, Secretary.  
Hongkong, 4th June, 1904. [1417]

**TO LET.**  
NO. 1, STEWART TERRACE, the PEAK.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 28th March, 1904. [865]

**TO LET.**  
LARGE AIRY ROOMS, suitable for Office, in Des Voeux Road Central. Two Rooms from 1st May, 1904, and One Room from 1st June, 1904.  
For Terms, apply to—  
A. G. I. S., Care of Daily Press Office.  
Hongkong, 28th April, 1904. [1119]

**TO LET.**  
TWO ROOMS, on the First Floor of Alexandra Buildings.  
Apply to—  
SECRETARY, A. S. WATSON & Co., Limited.  
Hongkong, 17th June, 1904. [1515]

**TO LET.**  
2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.  
Apply to—  
WING CHEONG, 35, Queen's Road Central.  
Hongkong, 3rd June, 1904. [74]

**TO LET.**  
NO. 11, MOSQUE JUNCTION. Full View of Harbour. OFFICES, CENTRAL POSITION. And others to suit various requirements.  
S. A. SETH, Land and Estate Broker.  
The Dairy Farm Co., Ltd.  
Hongkong, 17th June, 1904. [73]

**TO LET.**  
WAVERLY HOTEL, No. 8, ICE HOUSE STREET. THE EYRIE (PEAK). BELLIOUS TERRACE, Nos. 10, 13 & 21. QUEEN'S ROAD CENTRAL, TWO ROOMS, over Aches & Co. No. 3, SEYMOUR TERRACE (Furnished). "BANGOUR" (PEAK) from 1st August.  
Apply to—  
Linstead & Davis.  
Hongkong, 15th June, 1904. [1429]

**TO LET.**  
NO. 1, RIFON TERRACE (in FLATS). No. 4, RIFON TERRACE. No. 17, WONG-NEI-CHONG ROAD. FLATS in MORETON TERRACE, facing the Polo Ground. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER). GODOWNS, PRAYA EAST. No. 1, CLIFTON GARDENS, Conduit Road. OFFICES in No. 16, DES VOEUX ROAD, Central.  
"FAIRVIEW" No. 4, Kowloon.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 29th June, 1904. [75]

**TO LET.**  
A SUITE OF THREE LARGE ROOMS, on 1st Floor Connaught House Hotel, suitable for Offices, also Stalls in the corridor of same Hotel. For full particulars, apply to—  
THE MANAGER, Connaught House Hotel.  
Hongkong, 14th June, 1904. [1484]

**TO LET.**  
GODOWN, No. 32, PRAYA EAST. Nos. 15, 17 & 19, SEYMOUR ROAD. Nos. 74, CAINE ROAD.  
Apply to—  
COMPRADORE DEPARTMENT, Nippon Yusen Kaisha.  
Hongkong, 5th March, 1904. [430]

## TO LET

**TO LET.**  
THE premises known as Alexandra House No. 34, QUEEN'S ROAD CENTRAL 2ND FLOOR, suitable for Private Hotel or Offices. Also Large and Spacious Offices on the 1st Floor of same address.  
YEE SANG FAT, opposite to Post Office.  
Hongkong, 4th June, 1904. [1416]

**TO LET.**  
1ST and 2ND FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.  
Apply to—  
THE YEE WO, Nos. 49 & 51, Queen's Road Central.  
Hongkong, 23rd May, 1904. [1311]

**TO LET.**  
IN Kowloon, TWO ROOMS, with Bathroom. Cool and healthy locality.  
Apply to—  
X. T., Care of Daily Press Office.  
Hongkong, 24th June, 1904. [1555]

**TO LET.**  
NO. 5, UPPER MOSQUE TERRACE. Possession from 1st July.  
Apply to—  
REGARIO & CO., No. 47, Wyndham Street.  
Hongkong, 22nd June, 1904. [1556]

**BOARD AND RESIDENCE**  
"TANG YUEN."  
BOARDING ESTABLISHMENT.  
European Supervision. Excellent Cuisine and Accommodation.  
Apply to—  
MANAGERESS, Macdonnell Road or FAIRALL & CO., Queen's Road.  
Hongkong, 2nd March, 1903. [71]

**BOARD AND RESIDENCE.**  
MRS. GILLANDERS  
"GLENWOOD," 27, CAINE ROAD.  
Hongkong, 19th March, 1904. [78]

**FIRST-CLASS BOARD & RESIDENCE**  
"ST. GEORGE'S HOUSE," 2 & 4, KENNEDY ROAD, and "TOWER HOUSE," Kennedy Road.  
EXCELLENT Table. Every home comfort. Well furnished rooms facing the harbour.  
For terms, apply to—  
Mrs. G. SACHSE, "St. George's House."  
Hongkong, 17th March, 1903. [70]

**BOARD AND RESIDENCE.**  
COMFORTABLY FURNISHED ROOMS, with Bath.  
Apply to Mrs. MATHER, 2, Pedder's Hill.  
Hongkong, 1st January, 1902.

**AUCTION.**  
PUBLIC AUCTION.  
THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), TO-DAY (WEDNESDAY), the 29th June, 1904, at 11 A.M., at their Sales Rooms, Ice House Street, SUNDRY HOUSEHOLD FURNITURE, comprising—  
MARBLE-TOP SIDEBORD with BEVELED GLASS. TEAKWOOD OVERMANTLES, DINNER WAGGON, IRON BEDSTEADS, &c., &c., &c.;  
Also  
A Quantity of ENAMELLED WARE, EUROPEAN BOOTS and SHOES, One SODA WATER MACHINE and One COTTAGE PIANO.  
TERMS—As usual.  
HUGHES & HOUGH, Auctioneers.  
Hongkong, 28th June, 1904. [1587]

**NOTICE TO SHIPPERS**  
THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH. VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO. and CHINA MUTUAL S.S. CO.  
For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Clatter Road.  
A. S. MIHARA, Manager.  
Hongkong, 20th May, 1904. [1299]

**CARTRIDGES.**  
IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH  
D. LEYS, SCHULTZ'S, AMBERITE and KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 55SG. AIR GUNS and AMMUNITION in Variety.  
WM. SCHMIDT & CO.  
Hongkong, 28th November, 1902.

**CALL FLAG E.**  
REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.  
J. D. EDWARDS, Manager.  
Amoy, 3rd December, 1903. [1450]

## BANKS

**THE DEUTSCH-ASIATISCHE BANK.**  
PAID-UP CAPITAL.....Sh. Tael 6,000,000  
HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: Berlin.  
BRANCHES: Hankow, Calcutta, Tsingtau (Kiautschau).  
Messrs. N. M. Rothschild & Sons, THE UNION OF LONDON AND SMITHS BANK, LIMITED.  
DEUTSCHE BANK (BERLIN), LONDON AGENT DIRECTION DER DISCONTO GESELLSCHAFT.  
INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.  
H. FIGGE, Manager.  
Hongkong, 4th October, 1902. [2]

**IMPERIAL BANK OF CHINA**  
ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.  
SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000  
PAID-UP CAPITAL " " 2,500,000  
HEAD OFFICE—SHANGHAI.  
BRANCHES AND AGENCIES: Canton, Hankow, Peking, Tientsin, Shanghai, Singapore.  
The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

**HONGKONG BRANCH.**  
Advances made on approved securities. Bills Discounted.  
INTEREST ALLOWED ON DEPOSITS At 2% per annum on Current Account daily balances.  
3% per annum on Fixed Deposits for 3 months  
4% " " " 6 " " " 12 " " " 18 " " " 24 " " " 36 " " " 48 " " " 60 " " " 72 " " " 84 " " " 96 " " " 108 " " " 120 " " " 132 " " " 144 " " " 156 " " " 168 " " " 180 " " " 192 " " " 204 " " " 216 " " " 228 " " " 240 " " " 252 " " " 264 " " " 276 " " " 288 " " " 300 " " " 312 " " " 324 " " " 336 " " " 348 " " " 360 " " " 372 " " " 384 " " " 396 " " " 408 " " " 420 " " " 432 " " " 444 " " " 456 " " " 468 " " " 480 " " " 492 " " " 504 " " " 516 " " " 528 " " " 540 " " " 552 " " " 564 " " " 576 " " " 588 " " " 600 " " " 612 " " " 624 " " " 636 " " " 648 " " " 660 " " " 672 " " " 684 " " " 696 " " " 708 " " " 720 " " " 732 " " " 744 " " " 756 " " " 768 " " " 780 " " " 792 " " " 804 " " " 816 " " " 828 " " " 840 " " " 852 " " " 864 " " " 876 " " " 888 " " " 900 " " " 912 " " " 924 " " " 936 " " " 948 " " " 960 " " " 972 " " " 984 " " " 996 " " " 1000 " " " 1012 " " " 1024 " " " 1036 " " " 1048 " " " 1060 " " " 1072 " " " 1084 " " " 1096 " " " 1108 " " " 1120 " " " 1132 " " " 1144 " " " 1156 " " " 1168 " " " 1180 " " " 1192 " " " 1204 " " " 1216 " " " 1228 " " " 1240 " " " 1252 " " " 1264 " " " 1276 " " " 1288 " " " 1300 " " " 1312 " " " 1324 " " " 1336 " " " 1348 " " " 1360 " " " 1372 " " " 1384 " " " 1396 " " " 1408 " " " 1420 " " " 1432 " " " 1444 " " " 1456 " " " 1468 " " " 1480 " " " 1492 " " " 1504 " " " 1516 " " " 1528 " " " 1540 " " " 1552 " " " 1564 " " " 1576 " " " 1588 " " " 1600 " " " 1612 " " " 1624 " " " 1636 " " " 1648 " " " 1660 " " " 1672 " " " 1684 " " " 1696 " " " 1708 " " " 1720 " " " 1732 " " " 1744 " " " 1756 " " " 1768 " " " 1780 " " " 1792 " " " 1804 " " " 1816 " " " 1828 " " " 1840 " " " 1852 " " " 1864 " " " 1876 " " " 1888 " " " 1900 " " " 1912 " " " 1924 " " " 1936 " " " 1948 " " " 1960 " " " 1972 " " " 1984 " " " 1996 " " " 2000 " " " 2012 " " " 2024 " " " 2036 " " " 2048 " " " 2060 " " " 2072 " " " 2084 " " " 2096 " " " 2108 " " " 2120 " " " 2132 " " " 2144 " " " 2156 " " " 2168 " " " 2180 " " " 2192 " " " 2204 " " " 2216 " " " 2228 " " " 2240 " " " 2252 " " " 2264 " " " 2276 " " " 2288 " " " 2300 " " " 2312 " " " 2324 " " " 2336 " " " 2348 " " " 2360 " " " 2372 " " " 2384 " " " 2396 " " " 2408 " " " 2420 " " " 2432 " " " 2444 " " " 2456 " " " 2468 " " " 2480 " " " 2492 " " " 2504 " " " 2516 " " " 2528 " " " 2540 " " " 2552 " " " 2564 " " " 2576 " " " 2588 " " " 2600 " " " 2612 " " " 2624 " " " 2636 " " " 2648 " " " 2660 " " " 2672 " " " 2684 " " " 2696 " " " 2708 " " " 2720 " " " 2732 " " " 2744 " " " 2756 " " " 2768 " " " 2780 " " " 2792 " " " 2804 " " " 2816 " " " 2828 " " " 2840 " " " 2852 " " " 2864 " " " 2876 " " " 2888 " " " 2900 " " " 2912 " " " 2924 " " " 2936 " " " 2948 " " " 2960 " " " 2972 " " " 2984 " " " 2996 " " " 3000 " " " 3012 " " " 3024 " " " 3036 " " " 3048 " " " 3060 " " " 3072 " " " 3084 " " " 3096 " " " 3108 " " " 3120 " " " 3132 " " " 3144 " " " 3156 " " " 3168 " " " 3180 " " " 3192 " " " 3204 " " " 3216 " " " 3228 " " " 3240 " " " 3252 " " " 3264 " " " 3276 " " " 3288 " " " 3300 " " " 3312 " " " 3324 " " " 3336 " " " 3348 " " " 3360 " " " 3372 " " " 3384 " " " 3396 " " " 3408 " " " 3420 " " " 3432 " " " 3444 " " " 3456 " " " 3468 " " " 3480 " " " 3492 " " " 3504 " " " 3516 " " " 3528 " " " 3540 " " " 3552 " " " 3564 " " " 3576 " " " 3588 " " " 3600 " " " 3612 " " " 3624 " " " 3636 " " " 3648 " " " 3660 " " " 3672 " " " 3684 " " " 3696 " " " 3708 " " " 3720 " " " 3732 " " " 3744 " " " 3756 " " " 3768 " " " 3780 " " " 3792 " " " 3804 " " " 3816 " " " 3828 " " " 3840 " " " 3852 " " " 3864 " " " 3876 " " " 3888 " " " 3900 " " " 3912 " " " 3924 " " " 3936 " " " 3948 " " " 3960 " " " 3972 " " " 3984 " " " 3996 " " " 4000 " " " 4012 " " " 4024 " " " 4036 " " " 4048 " " " 4060 " " " 4072 " " " 4084 " " " 4096 " " " 4108 " " " 4120 " " " 4132 " " " 4144 " " " 4156 " " " 4168 " " " 4180 " " " 4192 " " " 4204 " " " 4216 " " " 4228 " " " 4240 " " " 4252 " " " 4264 " " " 4276 " " " 4288 " " " 4300 " " " 4312 " " " 4324 " " " 4336 " " " 4348 " " " 4360 " " " 4372 " " " 4384 " " " 4396 " " " 4408 " " " 4420 " " " 4432 " " " 4444 " " " 4456 " " " 4468 " " " 4480 " " " 4492 " " " 4504 " " " 4516 " " " 4528 " " " 4540 " " " 4552 " " " 4564 " " " 4576 " " " 4588 " " " 4600 " " " 4612 " " " 4624 " " " 4636 " " " 4648 " " " 4660 " " " 4672 " " " 4684 " " " 4696 " " " 4708 " " " 4720 " " " 4732 " " " 4744 " " " 4756 " " " 4768 " " " 4780 " " " 4792 " " " 4804 " " " 4816 " " " 4828 " " " 4840 " " " 4852 " " " 4864 " " " 4876 " " " 4888 " " " 4900 " " " 4912 " " " 4924 " " " 4936 " " " 4948 " " " 4960 " " " 4972 " " " 4984 " " " 4996 " " " 5000 " " " 5012 " " " 5024 " " " 5036 " " " 5048 " " " 5060 " " " 5072 " " " 5084 " " " 5096 " " " 5108 " " " 5120 " " " 5132 " " " 5144 " " " 5156 " " " 5168 " " " 5180 " " " 5192 " " " 5204 " " " 5216 " " " 5228 " " " 5240 " " " 5252 " " " 5264 " " " 5276 " " " 5288 " " " 5300 " " " 5312 " " " 5324 " " " 5336 " " " 5348 " " " 5360 " " " 5372 " " " 5384 " " " 5396 " " " 5408 " " " 5420 " " " 5432 " " " 5444 " " " 5456 " " " 5468 " " " 5480 " " " 5492 " " " 5504 " " " 5516 " " " 5528 " " " 5540 " " " 5552 " " " 5564 " " " 5576 " " " 5588 " " " 5600 " " " 5612 " " " 5624 " " " 5636 " " " 5648 " " " 5660 " " " 5672 " " " 5684 " " " 5696 " " " 5708 " " " 5720 " " " 5732 " " " 5744 " " " 5756 " " " 5768 " " " 5780 " " " 5792 " " " 5804 " " " 5816 " " " 5828 " " " 5840 " " " 5852 " " " 5864 " " " 5876 " " " 5888 " " " 5900 " " " 5912 " " " 5924 " " " 5936 " " " 5948 " " " 5960 " " " 5972 " " " 5984 " " " 5996 " " " 6000 " " " 6012 " " " 6024 " " " 6036 " " " 6048 " " " 6060 " " " 6072 " " " 6084 " " " 6096 " " " 6108 " " " 6120 " " " 6132 " " " 6144 " " " 6156 " " " 6168 " " " 6180 " " " 6192 " " " 6204 " " " 6216 " " " 6228 " " " 6240 " " " 6252 " " " 6264 " " " 627







## SHIPPING.

**ARRIVALS.**  
 June 28, ANAPA, British str., 2,251, J. M. Williamson, Barry 16th May, Coal.—  
**ORDERS.**  
 June 28, ASHLEY, British str., 1,800, Mackay, Barry 16th April and Singapore 21st June, Coal.—  
 June 28, CRITUS, British str., 1,558, D. W. Hislop, Saigon 23rd June, Rice and General.—  
 June 28, MOYNE, British str., 3,016, D. P. Campbell, Liverpool and Singapore 22nd June, General.—  
 June 28, SUIRANO, British str., 1,775, James Young, Calcutta 12th June and Straits 22nd, General.—  
 June 28, TOSKIN, French str., 2,327, R. Schmitz, Marseilles 29th May and Saigon 25th June, Mails and General.—  
**CLEARANCES.**  
 At the Harbour Master's Office.  
 28th June.  
 Ashley, British str., for Nagsuaki.  
 Kinsley, Chinese str., for Shanghai.  
 Linn, British str., for Shanghai.  
 Moggie, British str., for Shanghai.  
 Omer, 11, Norwegian str., for Moji.  
 Paklat, German str., for Hainan.  
 Petrarch, German str., for Saigon.  
 Waihera, British str., for Anoy.

**DEPARTURES.**  
 28th June.  
 Apenrade, German str., for Haiphong.  
 China, American str., for San Francisco.  
 Chuywa, German str., for Bangkok.  
 Himalaya, French str., for Europe.  
 Hongkong, French str., for Haiphong.  
 Hurep, British str., for Shanghai.  
 Jacob Diderichsen, German str., for Pakhoi.  
 Lador, Norwegian str., for Kobe.  
 Lyensoon, German str., for Shanghai.  
 Mithras, Norwegian str., for Bangkok.  
 Tishah, Dutch str., for Mersa.  
 Tremont, American str., for Tacoma.  
 Woukoi, German str., for Bangkok.

## VESSELS IN DOCK.

28th June.  
**ABERDEEN DOCKS.**  
 U.S.S. General Albat, U.S.S. Pathfinder, U.S.S. General Albat, H.M.S. Sandpiper, H.M.S. Cosmopolitan Dock.—  
**VESSELS PASSED ANKER.**  
 June 9, Norw. str., Mersa, Johannesen, June 6, from Batavia for Padang.  
 June 9, British str., Islander, Wright, June 7, from Christmas Island for Singapore.  
 June 11, British str., Nigma, from Maulmain for Batavia.  
 June 11, British str., Evandale, from Saigon for Reunion.  
 June 14, British str., Connorsville, Owens, April 2, from Cardiff for Shanghai, via Labuan.

## VESSELS ON THE BERTH

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**  
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.  
**THE Steamship**  
 "BENGAL,"  
 Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this Port for Bombay, etc., on SATURDAY, the 2nd JULY, at NOON, taking passengers and cargo for the above ports.  
 Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Oriental," due in London on the 15th August.  
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to  
 E. A. HEWETT,  
 Superintendent.  
 Hongkong, 20th June, 1904.

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
 FOR SYDNEY AND MELBOURNE.  
 Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.  
**THE Steamship**  
 "AUSTRALIAN,"  
 Captain W. G. McArthur, will be despatched for the above ports on SUNDAY, the 3rd JULY, at DAYLIGHT.  
 (This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.)  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 28th June, 1904.

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
 STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ AND PORT SAID.  
 (Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)  
**THE Company's Steamship**  
 "PERSIA,"  
 Captain Craglietto, will be despatched as above on THURSDAY, the 2nd JULY, P.M.  
 For information as to Passage and Freight, apply to  
 SANDER, WIELER & CO.,  
 Agents.  
 Hongkong, 28th June, 1904.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	PO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	2nd July, at Noon.
LONDON, AMSTERDAM & ANTWERP	YANTRON	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	5th July
LONDON & ANTWERP, VIA SINGAPORE, &c.	KINTUCK	Brit. str.	H. E. Kitch	P. & O. S. N. Co.	About 5th July.
LONDON, AMSTERDAM & ANTWERP	SARDINIA	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	19th July.
LONDON DIRECT	KEMUN	Brit. str.	H. E. Kitch	P. & O. S. N. Co.	About 21st July.
LONDON, AMSTERDAM & ANTWERP	MOYNE	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	2nd Aug.
MARSEILLES, HAVRE & COPENHAGEN	P. MARIE	Dan. str.	Herentzen	MELCHERS & CO.	16th Aug.
MARSEILLES, LONDON & ANTWERP	BENARTY	Brit. str.	Sarchoet	GIBB, LIVINGSTON & CO.	6th July.
BREMEN, VIA PORTS OF CALL	SEYDLITZ	Ger. str.	Dewers	MELCHERS & CO.	About 13th July.
HAYRE, BREMEN & HAMBURG	NURNBERG	Ger. str.	Jaburg	MELCHERS & CO.	6th July, at Noon.
HAYRE & HAMBURG	C. FRED LAEISZ	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	28th July.
HAYRE & HAMBURG	BADENIA	Ger. str.	Loorden	HAMBURG-AMERIKA LINIE	10th Aug.
HAYRE & HAMBURG	HAMBURG	Ger. str.	Miltzoff	HAMBURG-AMERIKA LINIE	20th Aug.
TRIESTE, &c., VIA SINGAPORE, &c.	ANDALUSIA	Ger. str.	Schmidt	HAMBURG-AMERIKA LINIE	5th Sep.
GENOA, MARSEILLES & LIVERPOOL	DIORER	Brit. str.	Craglietto	BUTTERFIELD & SWIRE	21st July, P.M.
NEW YORK, VIA SUEZ CANAL	SARTRON	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	15th July.
NEW YORK, VIA PORTS & SUEZ CANAL	SCRUTER	Brit. str.	H. E. Kitch	STANDARD OIL CO.	20th Aug.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	H. E. Kitch	DODWELL & CO., LTD.	About 5th July.
VICTORIA (B.C.) & TACOMA VIA JAPAN	ATHENIAN	Brit. str.	H. E. Kitch	CANADIAN PACIFIC R. CO.	15th July.
PORTLAND, OREGON	LYRA	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. CO.	15th July.
AUSTRALIAN PORTS	OSAKA	Brit. str.	W. G. McArthur	BUTTERFIELD & SWIRE	14th July.
AUSTRALIAN PORTS	CHINGTOW	Brit. str.	H. E. Kitch	GIBB, LIVINGSTON & CO.	3rd July, D'light.
AUSTRALIAN PORTS	YANATA MARU	Jap. str.	H. E. Kitch	BUTTERFIELD & SWIRE	5th July.
SHANGHAI	CHASAN	Brit. str.	W. B. Palmer	NIPPON YUSEN KAISHA	29th July, P.M.
SHANGHAI	WOODSON	Brit. str.	H. E. Kitch	P. & O. S. N. Co.	About 30th inst.
SHANGHAI	CHANGCHOW	Brit. str.	H. E. Kitch	BUTTERFIELD & SWIRE	5th July.
FOOCHOW, VIA SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	6th July, 10 A.M.
TAMU, VIA SWATOW & AMOY	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	3rd July, 10 A.M.
TAMU, VIA SWATOW & AMOY	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	10th July, 10 A.M.
ANPING, VIA SWATOW & AMOY	TRITON	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	13th July, 10 A.M.
SWATOW, AMOY & TAMSUI	HAIRONG	Brit. str.	Gibson	DOUGLAS LARPAK & CO.	1st August, Noon.
SWATOW, AMOY & FOOCHOW	HATTAN	Brit. str.	Roch	BUTTERFIELD & SWIRE	6th July.
SWATOW, CHEFOO & TIEN-TSIN	CHILH	Brit. str.	Roch	BUTTERFIELD & SWIRE	To-day.
MANILA	TAMING	Brit. str.	Roch	SHEWAN, TOMES & CO.	2nd July, 10 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	9th July, 10 A.M.
MANILA DIRECT	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	About 12th Aug.
MANILA	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LTD.	About 12th Aug.

**"BEN" LINE OF STEAMERS.**  
 FOR MARSEILLES, LONDON AND ANTWERP.  
**THE Steamship**  
 "BENARTY,"  
 Captain Sarchoet, will be despatched as above on or about MONDAY, the 13th July.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 25th June, 1904.

**HONGKONG-MACAO LINE.**  
 S.S. "WING CHAI,"  
 Captain Samuel Bell Smith.  
 DEPARTURES from Hongkong, on week days, at 7:30 A.M.; on Excursion Sundays, at 8:30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7:30 P.M.  
 Fare—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.  
 On Excursion Sundays 1st and 2nd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.  
 Wharf at the Western end of Wing Lok Street.  
 The Steamer runs an Excursion Trip Every Sunday, and takes only 31 hours to reach Macao.  
 MING ON & CO.,  
 2nd Floor, 16, Victoria Street.  
 Hongkong 8th September, 1903.

**HONGKONG-CANTON LINE.**  
**THE British steamship**  
 "YING KING,"  
 Capt. Wm. Robinson, of 1088 tons, Registered, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.  
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.  
 1st Class ... \$3.00 for Single journey  
 2nd " ... 1.50  
 Meals ... 1.00 each.  
 The steamer's wharf is at the Western end of Wing Lok Street.  
 YUK ON S.S. CO., LTD.  
 No. 216, Wing Lok Street.  
 Hongkong, 27th February, 1904.

**MESSAGERIES CANTONNAISES.**  
**J. TREVOUX & CO.**  
**HONGKONG-CANTON NIGHTLY SERVICE.**  
**THE Commodious Steamer**  
 "PAUL BEAT,"  
 Captain Fraugel, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 4 P.M., taking passengers and cargo as usual.  
 The S.S. "CHARLES HARDQUIN,"  
 Captain Martin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.  
 These two magnificent and up-to-date steamers are lighted with Electricity.  
 The Saloon is under European Supervision.  
 First Class European ... \$8.00  
 Second Class European ... \$3.00  
 First Class Chinese ... \$1.50  
 Second Class Chinese ... .30  
 Deck ... .30  
 The Company's Wharf is at the end of Queen Street, Praya West.  
 For further particulars, apply to  
 J. LANDOLT, Agent.  
 The Pharmacy, Queen's Road Central.  
 Hongkong, 23rd March, 1904.

**FOR CANTON.**  
**THE new and fast Twin-Screw Steamer**  
 "SAN CHEUNG,"  
 851 Tons, Captain A. Murphy, will leave for Canton at 8:30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.  
 First-class Euro, \$3 each way. Second, class, \$1.50 each way. Meals, \$1 each.  
 Cargo Freight very moderate.  
 CHEUNG ON STEAMBOAT CO., LTD.,  
 No. 147, Connaught Road Central.  
 Hongkong, 15th March, 1904.

**FOR CANTON.**  
**THE new and fast Twin-Screw Steamer**  
 "SAN CHEUNG,"  
 851 Tons, Captain A. Murphy, will leave for Canton at 8:30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.  
 First-class Euro, \$3 each way. Second, class, \$1.50 each way. Meals, \$1 each.  
 Cargo Freight very moderate.  
 CHEUNG ON STEAMBOAT CO., LTD.,  
 No. 147, Connaught Road Central.  
 Hongkong, 15th March, 1904.

**FOR CANTON.**  
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 First-class Euro, \$3 each way. Second, class, \$1.50 each way. Meals, \$1 each.  
 Cargo Freight very moderate.  
 CHEUNG ON STEAMBOAT CO., LTD.,  
 No. 147, Connaught Road Central.  
 Hongkong, 15th March, 1904.

## OSAKA SHOSHEN KAISHA

**REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.**  
**PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**  
**FOR**  
 TAMSUI, VIA SWATOW AND AMOY  
 FOOCHOW, VIA SWATOW AND AMOY  
 TAMSUI, VIA SWATOW AND AMOY  
 ANPING, VIA SWATOW AND AMOY  
**ON account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.**  
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.  
 Hongkong, 20th June, 1904.  
 T. ARIMA, Manager.

**HONGKONG-MANILA.**  
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.  
**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 2nd July, 10 A.M.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 9th July, 10 A.M.
PERLA	1980	A. H. Notley		

For Freight or Passage apply to  
**SHEWAN, TOMES & CO.,**  
 GENERAL MANAGERS.  
 Hongkong, 27th June, 1904.

**PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	{ CHUSAN W. B. Palmer, R.N.Z.	About 30th June	Freight and Passage.
LONDON, &c.	{ BENGAL G. Phillips	Noon, 2nd July	See Special Advertisement.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	{ CARDIA H. E. Kitch, R.N.Z.	About 8th July	Freight only.

For further Particulars, apply to  
 E. A. HEWETT,  
 Superintendent.  
 Hongkong, 27th June, 1904.

**HAMBURG-AMERIKA LINIE.**  
**OSTASIATISCHER FRACHTDAMPFER-DIENST.**

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, Ports in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

**PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.**  
**DESTINATIONS.**  
 NURNBERG ... HAYRE, BREMEN and HAMBURG ... On 6th July. Freight.  
 C. FRED LAEISZ ... HAYRE and HAMBURG ... On 26th July. Freight.  
 BADENIA ... HAYRE and HAMBURG ... On 10th Aug. Freight.  
 BAMBERG ... HAYRE and HAMBURG ... On 25th Aug. Freight.  
 ANDALUSIA ... HAYRE and HAMBURG ... On 5th Sep. Freight.  
 For Further Particulars, apply to  
**HAMBURG-AMERIKA LINIE,**  
 HONGKONG OFFICE,  
 QUEEN'S BUILDINGS, No. 1.

## IMPERIAL GERMAN MAIL LINE.

**NORDDEUTSCHER LLOYD, BREMEN.**  
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
 STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION	STEAMERS.	SAILING DATES.
SEYDLITZ	...	WEDNESDAY ... 6th July
ROON	...	WEDNESDAY ... 20th July
PRINZ REGENT LUITPOLD	...	WEDNESDAY ... 3rd August
PREUSSEN	...	WEDNESDAY ... 17th August
PRINZ HEINRICH	...	WEDNESDAY ... 31st August
GNEISENAU	...	WEDNESDAY ... 14th September
BAYERN	...	WEDNESDAY ... 28th September
SACHSEN	...	WEDNESDAY ... 12th October
ZIEMEN	...	WEDNESDAY ... 26th October
PRINZESS ALICE	...	WEDNESDAY ... 9th November
PRINZ REGENT LUITPOLD	...	WEDNESDAY ... 23rd November
PREUSSEN	...	WEDNESDAY ... 7th December
PRINZ EITEL FRIEDRICH	...	WEDNESDAY ... 21st December
PRINZ HEINRICH	...	WEDNESDAY ... 4th January 1905

ON WEDNESDAY, the 6th day of JULY, 1904, at NOON, the Steamship "SEYDLITZ," Captain Dewers, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
 Shipping Orders will be granted till NOON on MONDAY, the 4th July. Cargo and Special will be received on Board until 5 P.M., on TUESDAY, the 5th July, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 5th July.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cube in Measurement.  
 The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.  
 Lines can be washed on board.

**NORDDEUTSCHER LLOYD.**  
 For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**  
 Hongkong, 25th June, 1904.

**PORTLAND & ASIATIC STEAMSHIP CO.**  
 PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN.	TO SAIL ON
"NICOMEDIA"	4,370	Wagner	July 14th, 1904.
"ARABIA"	4,483	Bahle	August 14th, 1904.
"ARAGONIA"	5,198		September 14th, 1904.
"NUMANTIA"	4,370		October 14th, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
**ALLAN CAMERON, GENERAL AGENT.**  
 Hongkong, 16th June, 1904.

**NORTHERN PACIFIC LINE.**  
 BOSTON S. CO. BOSTON TOWBOAT CO.  
 CONNECTING AT TACOMA WITH  
**NORTHERN PACIFIC RAILWAY COMPANY.**

**PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.**

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	Thursday, August 4th
SHAWMUT	9,606	W. M. Smith	Thursday, September 1st
TREMONT	9,906	T. W. Garlick	Saturday, October 1st

† Cargo only.  
**FOR MANILA.**  
 The largest, steadiest, and most comfortable steamers for Manila.  
 S.S. SHAWMUT ... 9,606 tons. | W. M. Smith ... About 12th August.

**CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.**  
 The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

**PARCEL EXPRESS TO THE UNITED STATES AND CANADA.**  
 For further information apply to—  
**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS, Hongkong, 26th May, 1904.

**CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.**

**THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.**  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

**SAFETY. SPEED. PUNCTUALITY.**  
 "Empress" Twin Screw Steamships—6,600 Tons—10,000 Horse-Power—Speed 19 knots.  
**SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	STEAMERS.	SAILING DATES.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons.	WEDNESDAY, 13th July.
R.M.S. "ATHENIAN"	3,852 Tons.	WEDNESDAY, 20th July.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons.	WEDNESDAY, 3rd Aug.
R.M.S. "TARTAR"	4,425 Tons.	WEDNESDAY, 10th Aug.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons.	WEDNESDAY, 24th Aug.

Hongkong to London, 1st Class ... via St. Lawrence, Lou ... via New York ... \$22.  
 Intermediate on Steamers, ... \$40.  
 1st and 2nd Class ... \$240.  
**THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the CALIFORNIA OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.**  
 Passengers Booked through to all principal points and AROUND THE WORLD.  
**SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.**  
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
 D. W. CRADDOCK, Acting General Agent,  
 9, Pedder Street.



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"OANFA"	On 11th July.	
GLASGOW and LIVERPOOL	"SARPEDON"	On 15th July.	
GLASGOW and LIVERPOOL	"PELEUS"	On 23rd July.	
GLASGOW and LIVERPOOL	"AJAX"	On 29th July.	

## HOMEWARDS.

FOR	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"YANGTSE"	On 5th July.	
GENOA, MARSEILLES and LIVERPOOL	"DIOMED"	On 15th July.	
LONDON, AMSTERDAM and ANTWERP	"KINTUCK"	On 19th July.	
LONDON, AMSTERDAM and ANTWERP	"KEEMUN"	On 2nd August.	
LONDON, AMSTERDAM and ANTWERP	"MOYUNE"	On 16th August.	
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	On 20th August.	

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAOASAKI, KOBE & YOKOHAMA	"OANFA"	On 14th July.	

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 25th June, 1904.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
MANILA	"TAMING"	On 29th June.	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 5th July.	
SHANGHAI	"WOOSUNG"	On 5th July.	
SWATOW, CHEFOO and TIENTSIN	"CHANGCHOW"	On 6th July.	
	"CHINGTU"	On 6th July.	

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified  
Surgeon is carried.  
\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 25th June, 1904.

## REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
1904.  
"RICHMOND CASTLE" ... 5th July.  
"ST. ELLAN" ... 10th July.  
"LOWTHER CASTLE" ... 31st July.  
For Freight and further information, apply to  
**DODWELL & CO., LD.,**  
Agents.

Hongkong, 27th June, 1904.

## THE EAST ASIATIC COMPANY, LIMITED

FOR MARSEILLES, HAVRE AND  
COPENHAGEN.

"PRINSESS MARIE,"  
Captain Berntzen will leave for the above  
ports on WEDNESDAY, the 6th July.  
For Freight or Passage, apply to  
**NELCHERS & CO.,**  
Agents.

Hongkong, 17th June, 1904.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S.

INTERMEDIATE LINE.

The New and Well-appointed Twin Screw s.s.  
"SARINIA,"  
6,574 Tons, will be despatched for LONDON  
DIRECT on or about 1st July.  
Has excellent accommodation for FIRST &  
SECOND SALOON passengers at moderate  
rates.

To be followed by the steamship  
"BORBO,"  
4,573 Tons, about 18th August.  
For further Particulars, apply to  
**E. A. HEWETT,**  
Superintendent.

Hongkong, 24th June, 1904.

## NIPPON YUSEI KAISHA. AUSTRALIA LINE.

FOR SYDNEY AND MELBOURNE, VIA  
MANILA, THURSDAY ISLAND,  
TOWNSVILLE & BRISBANE.

The Company's Steamship  
"YAWATA MARU,"  
will be despatched as above, FRIDAY, the  
29th July, at 4 P.M.  
This well-known Steamship is specially  
constructed for service in the tropics, and is  
provided with superior accommodation and with  
all modern fittings and implements for the  
safety and comfort of Passengers. Electric  
Light and Refrigerator. Doctor and  
Stewardess carried.  
For Freight or Passage, apply to the Com-  
pany's Local Branch Office in Macao's Building,  
First Floor, Chater Road.  
**A. S. MARRA,**  
Manager.

Hongkong, 27th June, 1904.

## NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

### THE Steamship

"ROON,"  
OF THE NORDDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.

Options of Cargo must be forwarded unless  
notice to the contrary be given before 10 A.M.,  
To-morrow, the 22nd inst.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 29th instant, will be  
subject to rent.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on Wednesday, the 29th instant, at  
9.30 A.M.

All Claims must reach us before the 3rd of  
July, or they will not be recognised.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, 21st June, 1904.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SOCOTRA,"  
FROM ANTWERP, LONDON, PORT  
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out, Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo—  
From London, &c., via Suez, Calcutta,  
Optional goods will be landed here unless  
instructions are given to the contrary before  
5 P.M., To-day, the 27th inst.

Goods not cleared by the 4th July, at 4 P.M.,  
will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the Go-  
downs for examination by the Consignees and  
the Company's representative at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised. No  
Claims will be admitted after the Goods have  
left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 27th June, 1904.

FROM HAMBURG, BREMEN, ROTTER-  
DAM, ANTWERP, PENANG  
AND SINGAPORE.

Hongkong, 27th June, 1904.

THE H.A.L. Steamship

"C. PERD. LAIESZ,"  
Captain von Hoff, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned and to  
take immediate delivery of their Goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before Noon,  
To-day, the 22nd inst.

Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Limited,  
and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 29th inst., will be subject  
to rent.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 29th inst., at 3 P.M.  
No Fire Insurance has been effected.  
**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.

Hongkong, 22nd June, 1904.

## "HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE  
OF THE FAR EAST ... \$10.00  
DIRECTORY OF PROTESTANT  
MISSIONARIES IN CHINA,  
JAPAN AND COREA ... 0.60  
POLITICAL OBSTACLES TO MIS-  
SIONARY SUCCESS IN CHINA  
FROM PORTSMOUTH TO PEKING.  
VIA LADYSMITH, WITH A  
NAVAL BRIGADE (Cruise of  
H.M.S. "Terrible") ... 1.00  
MOUNTAINS OF NAVAL GUNS  
and their Subsequent Use with the  
Lady Smith Relief Column ... 1.00  
WARLIKE EXPLOITS OF THE  
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Featherstonhaugh ... 2.00  
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Daughter, an Anglo-Chinese Ro-  
mance, by Chas. J. H. Halcoube ... 2.00  
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TIONARY: 4 Vols. ... 20.00  
PROVINCE OF SHANTUNG: Its  
Trade, Population and Prospects ... 0.50  
MAP OF WEST RIVER ... 0.25

A purely Vege-  
table Food,  
most agreeable  
and most nutri-  
tious. It is the only  
certain Remedy  
for Indigestion,  
and mild, and  
specially adapted  
for Children.  
Sole in Hongkong,  
at all Druggists.

KEATING'S  
WORM  
TABLETS.

Proprietor, THOMAS KEATING, London.

FOR EUROPE AND AMERICA,  
INDIA, AUSTRALIA, &c.,  
and for  
PRIVATE RESIDENTS AT THE OUTPOSTS.  
A COMPREHENSIVE AND COMPLETE RECORD  
OF THE  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY PRESS,  
with which is incorporated  
"THE CHINA OVERLAND TRADE REPORT."  
Subscription, if paid in advance, \$12 per annum  
Postage to any part of the World \$2.

ON SALE AT "NORTH CHINA HERALD"  
OFFICE, Shanghai;  
Messrs. KELLY & WALSH,  
Hongkong.

and all leading Booksellers in the Far East  
Hongkong, 14th February, 1903.

Price ... \$1.50.

On Sale at "NORTH CHINA HERALD"  
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and all leading Booksellers in the Far East  
Hongkong, 14th February, 1903.

## TONG CHONG & CO.

No. 98, QUEEN'S ROAD CENTRAL.

## Manufacturers of Hand-made Pure

## HAVANA CIGARS AND CIGARETTES

They are made of best Havana leaves and  
possess a mild and choice flavour.  
Inspection courteously invited.  
Hankow, 26th May, 1904.

THE BEST  
THE OLDEST  
THE CHEAPEST  
BELT IN THE WORLD

IS  
**GANDY'S**

"THE GANDY BELT,"  
ENGLAND.

SOLE AGENTS:  
LUTGENS, EINSTMAN & CO.,  
HONGKONG.

609-1

THE YOUNG AMERICAN  
CIGARS

are made in all shapes,  
to suit everyone.  
But their QUALITY is  
THE BEST.

3120-10

GRIMAULT & CO

Medicinal Skin Soap

Recommended by eminent Der-  
matologists and adopted in the  
Paris Hospitals in the treatment  
of Ringworm, Acne, Psoriasis,  
Eczema and Skin diseases ge-  
nerally.

8, RUE VIVIERNE, 8  
Paris

THE NEW FRENCH REMEDY

TRADE MARK

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION

ON SALE.

BOUND VOLUMES OF THE HONGKONG  
WEEKLY PRESS, JULY TO DECEMBER  
1903. With INDEX. Price \$7.50.  
On sale at the Hongkong Daily Press Office.  
Hongkong, 25th March, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS, NOR  
THE OWNERS will be RESPONSIBLE  
for any DEBT contracted by the Officers or  
the Crew of the following Vessels during the  
stay in Hongkong Harbour.

Eclipse, British 4-m. barque, J. McBryde—  
Standard Oil Co.  
Lyndhurst, British 4-m. barque, Parrell—  
Standard Oil Co.  
Kensington, British Ship, T. E. Burch—  
Standard Oil Co.

ON SALE.

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stay in Hongkong Harbour.

## AVERAGE MARKET PRICES

The Prices are given in Dollar Cents.

June 24th, 1904.

Butcher Meat.

Meat: Beef—Prime, 1st cut, 18  
Prime, 2nd cut, 17  
Prime, 3rd cut, 16  
Prime, 4th cut, 15  
Prime, 5th cut, 14  
Prime, 6th cut, 13  
Prime, 7th cut, 12  
Prime, 8th cut, 11  
Prime, 9th cut, 10  
Prime, 10th cut, 9  
Prime, 11th cut, 8  
Prime, 12th cut, 7  
Prime, 13th cut, 6  
Prime, 14th cut, 5  
Prime, 15th cut, 4  
Prime, 16th cut, 3  
Prime, 17th cut, 2  
Prime, 18th cut, 1

Meat: Pork—Prime, 1st cut, 18  
Prime, 2nd cut, 17  
Prime, 3rd cut, 16  
Prime, 4th cut, 15  
Prime, 5th cut, 14  
Prime, 6th cut, 13  
Prime, 7th cut, 12  
Prime, 8th cut, 11  
Prime, 9th cut, 10  
Prime, 10th cut, 9  
Prime, 11th cut, 8  
Prime, 12th cut, 7  
Prime, 13th cut, 6  
Prime, 14th cut, 5  
Prime, 15th cut, 4  
Prime, 16th cut, 3  
Prime, 17th cut, 2  
Prime, 18th cut, 1

Meat: Mutton—Prime, 1st cut, 18  
Prime, 2nd cut, 17  
Prime, 3rd cut, 16  
Prime, 4th cut, 15  
Prime, 5th cut, 14  
Prime, 6th cut, 13  
Prime, 7th cut, 12  
Prime, 8th cut, 11  
Prime, 9th cut, 10  
Prime, 10th cut, 9  
Prime, 11th cut, 8  
Prime, 12th cut, 7  
Prime, 13th cut, 6  
Prime, 14th cut, 5  
Prime, 15th cut, 4  
Prime, 16th cut, 3  
Prime, 17th cut, 2  
Prime, 18th cut, 1

Meat: Lamb—Prime, 1st cut, 18  
Prime, 2nd cut, 17  
Prime, 3rd cut, 16  
Prime, 4th cut, 15  
Prime, 5th cut, 14  
Prime, 6th cut, 13  
Prime, 7th cut, 12  
Prime, 8th cut, 11  
Prime, 9th cut, 10  
Prime, 10th cut, 9  
Prime, 11th cut, 8  
Prime, 12th cut, 7  
Prime, 13th cut, 6  
Prime, 14th cut, 5  
Prime, 15th cut, 4  
Prime, 16th cut, 3  
Prime, 17th cut, 2  
Prime, 18th cut, 1

Meat: Chicken—Prime, 1st cut, 18  
Prime, 2nd cut, 17  
Prime, 3rd cut, 16  
Prime, 4th cut, 15  
Prime, 5th cut, 14  
Prime, 6th cut, 13  
Prime, 7th cut, 12  
Prime, 8th cut, 11  
Prime, 9th cut, 10  
Prime, 10th cut, 9  
Prime, 11th cut, 8  
Prime, 12th cut, 7  
Prime, 13th cut, 6  
Prime, 14th cut, 5  
Prime, 15th cut, 4  
Prime, 16th cut, 3  
Prime, 17th cut, 2  
Prime, 18th cut, 1

Meat: Turkey—Prime, 1st cut, 18  
Prime, 2nd cut, 17  
Prime, 3rd cut, 16  
Prime, 4th cut, 15  
Prime, 5th cut, 14  
Prime, 6th cut, 13  
Prime, 7th cut, 12  
Prime, 8th cut, 11  
Prime, 9th cut, 10  
Prime, 10th cut, 9  
Prime, 11th cut, 8  
Prime, 12th cut, 7  
Prime, 13th cut, 6  
Prime, 14th cut, 5  
Prime, 15th cut, 4  
Prime, 16th cut, 3  
Prime, 17th cut, 2  
Prime, 18th cut, 1

Meat: Duck—Prime, 1st cut, 18  
Prime, 2nd cut, 17  
Prime, 3rd cut, 16  
Prime, 4th cut, 15  
Prime, 5th cut, 14  
Prime, 6th cut, 13  
Prime, 7th cut, 12  
Prime, 8th cut, 11  
Prime, 9th cut, 10  
Prime, 10th cut, 9  
Prime, 11th cut, 8  
Prime, 12th cut, 7  
Prime, 13th cut, 6  
Prime, 14th cut, 5  
Prime, 15th cut, 4  
Prime, 16th cut, 3  
Prime, 17th cut, 2  
Prime, 18th cut, 1

Meat: Goose—Prime, 1st cut, 18  
Prime, 2nd cut, 17  
Prime, 3rd cut, 16  
Prime, 4th cut, 15  
Prime, 5th cut, 14  
Prime, 6th cut, 13  
Prime, 7th cut, 12  
Prime, 8th cut, 11  
Prime, 9th cut, 10  
Prime, 10th cut, 9  
Prime, 11th cut, 8  
Prime, 12th cut, 7  
Prime, 13th cut, 6  
Prime, 14th cut, 5  
Prime, 15th cut, 4  
Prime, 16th cut, 3  
Prime, 17th cut, 2  
Prime, 18th cut, 1

Meat: Pig—Prime, 1st cut, 18  
Prime, 2nd cut, 17  
Prime, 3rd cut, 16  
Prime, 4th cut, 15  
Prime, 5th cut, 14  
Prime, 6th cut, 13  
Prime, 7th cut, 12  
Prime, 8th cut, 11  
Prime, 9th cut, 10  
Prime, 10th cut, 9  
Prime, 11th cut, 8  
Prime, 12th cut, 7  
Prime, 13th cut, 6  
Prime, 14th cut, 5  
Prime, 15th cut, 4  
Prime, 16th cut, 3  
Prime, 17th cut, 2  
Prime, 18th cut, 1

Meat: Rabbit—Prime, 1st cut, 18  
Prime, 2nd cut, 17  
Prime, 3rd cut, 16  
Prime, 4th cut, 15



